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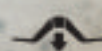
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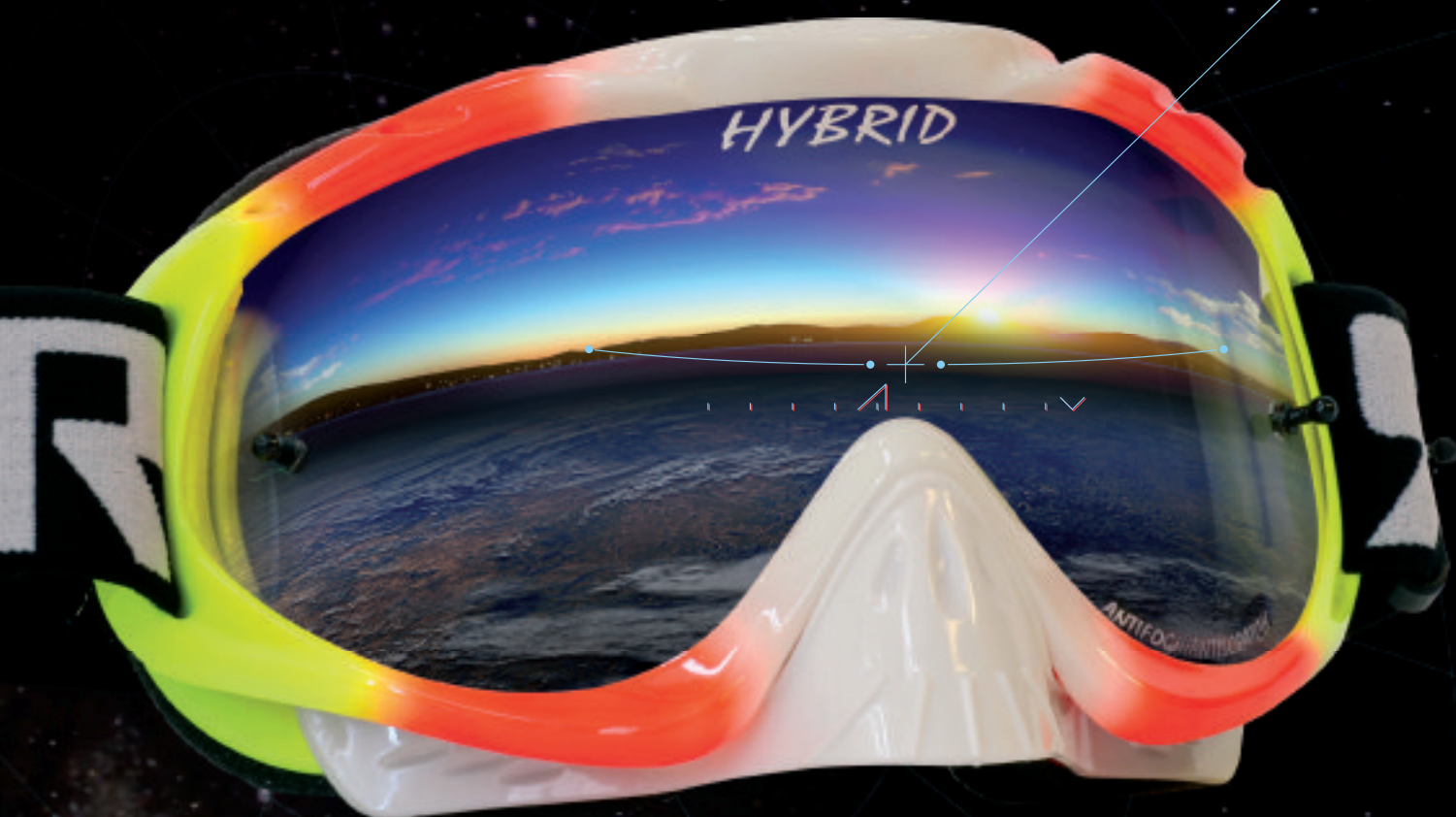
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REGULARS

012 NEWS

Win Whatley's Wheels, a racing adventure with Mick Extance and Bridgestone plus a 100% goggle package! And we've got all the latest news and views from the world of off-road racing including the written ramblings of our crack team of columnists

026 STUFF

A visually stimulating voyage through all that's new and sexy in the dirt bike world

079 SMOKIN' ACES

We've got a little Chubbie for ya...

088 BURNICLE'S BEAT

Farleigh Castle's one n' only 250 GP...

094 DR DIRT

Grip your pipe and make it shine...

096 PEAK PRACTICE

Eat right and you'll be right is the gist of it

098 PROJECT DBR 500F

Rob n' Rod are up to their elbows in it...

121 RAGE

The UK's only read for all youth racers...

126 HOT WHEELS

Tommy Searle's (pre-WP) CLS Kawasaki!

FEATURES

030 KRISTIAN WHATLEY

We talk exclusively to the winningest British rider of the year – it's K-What!

036 MOTOCROSS DES NATIONS

Everything you need to know about what went down at this year's MXdN

052 ISDE

Sardinia hosts a dusty six day showdown

062 2014 HUSQVARNA TEST

Geoff Walker goes wild in Uddevalla with a bevy of Swedish/Austrian beauties...

070 TEAM IRELAND

A look at the Irish MXdN team as they take on the world at Teutschenthal...

080 MONSTER ENERGY CUP

There's a million dollars up for grabs in Las Vegas but who – if anyone – will win it?

102 SUPERENDURO PREVIEW

Are you ready for SuperEnduro? Read this and you will be...

108 GT CUP

Mike Gurney checks in on this very professional amateur series...

114 LIMITED EDITION HONDA TEST

Ed Bradley takes the new Buildbase and Muscle Milk CRF450Rs for a spin with his good buddy Ryan Voase

120 SAND RACING

Burning circles on Mablethorpe beach...



ON THE COVER:

Kristian Whatley has been unstoppable all year!

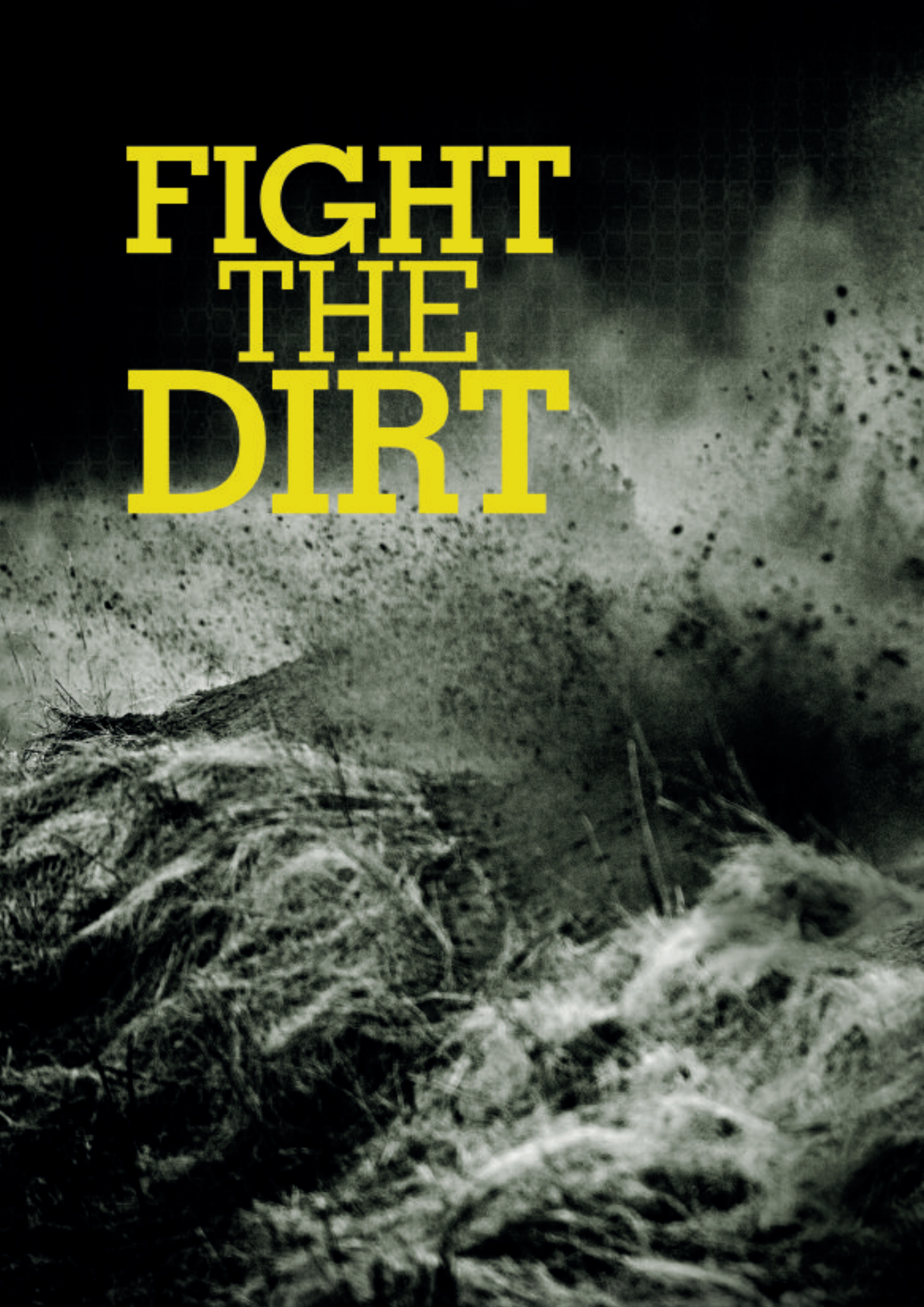
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CONTENTS:

Geoff Walker gets wild in the woods with a pack of Huskys

© Sebastian Romero

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COMMENT

My girlfriend's brother has this habit of saying exactly what's on his mind which can be refreshing at times and downright annoying at others. "Anthony, why do you even like dirt bikes?" he asked in a derogatory manner one Sunday afternoon while I was trying to be entertained by the Motors TV coverage of whichever Grand Prix it was we were watching.

Considering the crappy nature of the coverage I could see why he'd ask such a question but rather than get into a deep discussion over my lifetime addiction I retorted with a question of my own that stopped him right there in his tracks. It's a family publication so I'm not gonna divulge further information than that but trust me, it was an absolute corker. His question did get me thinking – how do you persuade a non-believer that the off-road motorcycling family of sports is the greatest thing since sliced bread?

I'm lucky/unlucky in the sense that a love for motocross is all I've ever known and there's no defining eureka moment where I can say it was that thing that specifically caused it. And that's why I'm unable to answer a question such as 'Anthony, why do you even like dirt bikes?' without resorting to a crude comeback.

I do know that dirt bikes have made my life much richer – not financially of course because it's a damn expensive hobby and even as editor of Britain's biggest selling dirt bike magazine I'm earning less coin than I did in my previous role as a grease monkey – but generally speaking my life is/has been pretty awesome and it's all been because of dirt bikes!

"But what about your sh*t knee?" is something a naysayer like Ross – for that be his name – would probably ask at this point. And that's actually an easy one to answer because for every moment of agony I've endured in its destruction there have been countless hours of pleasure – each and every one of them indelibly inked in my mind.

Now, I'm not saying it's obligatory to trash yourself on your path to your own personal dirt biking nirvana but don't be afraid to push the limits – or to try new things. While I've not always truly lived by this mantra I always try and say 'you should regret the things you've tried rather than the things that you haven't'.

It's that kind of genius that has seen me do some pretty stupid but very cool stuff over the years and some entirely pedestrian but totally enjoyable things n'all. And even now that I perceive myself to be too broken to ride my only regrets are never having tried certain things because you don't know what you're capable of until you try.

The other day I got an email from a guy I can't help but have a lot of respect for – the main reason being he's definitely not scared to follow his dreams. I'll let him take over...

Hello. My name's Spencer Watts and I live in Tiverton, Devon. I moved here five years ago from where I originally lived in Hampshire.

I have done motocross from a young age. I started at the age of eight but sadly it came to an end in June of 2011 when I had a motocross accident at a track in Worcestershire. I was left paralysed from the waist down – T10 Paraplegic. When I got told by my consultant I'd never walk again and I'd never ever be able to ride a motorbike again my response to that was 'no matter what it takes I will be back on a bike and doing the sport I love'. I proved myself right!

Two and a half years down the line and I've

had a motocross bike adapted for my needs! With an adaptive back brake fitted on to the handlebars along with an adaptive clutch and a metal frame around the bike which holds my legs to the bike and stops them from falling away from the bike. I have no use of my legs from the waist down so someone has to catch me when I come to a stop along with having someone hold me as I pull away!

I rode my first meeting at a track in Yarley, Somerset on October 20 – what a success that was! It never felt so great to be back on a bike. I managed to complete the whole track all on my own with no help! Once I was out on the track I realised how different it was but it was still just as amazing as before!

I also decided it would be a great opportunity to raise money for a charity so I decided to raise money for Wings for Life and so far I have raised over £2500 which is amazing. I hope to raise a lot more so please sponsor me at www.virginmoneygiving.com/SpencerWattsMotocrossEvent.

I hope to do a lot more events and raise money for charities in 2014. If it wasn't for my family and friends I certainly wouldn't be where I am today!

The reason for my story is just to show you no matter what your injuries are that as long as you stick to it you can do anything you want! I may be in a wheelchair but that's never going to stop me carrying on with what I want to do in my life! Never think for a minute you can't follow your dreams because everything is possible if you fight for it!

Spencer George Watts

You have to agree that's a top effort under some very difficult circumstances and Spencer's love for the sport is undeniable. But I bet if someone asked him, 'Spencer, why do you even like dirt bikes?', he'd struggle to come up with a decent answer. And I'm sure he's not the only one. Ask yourself the same question but don't be annoyed if you don't have an answer – just feel good that you're passionate about something and in particular something as awesome as dirt biking.



This sport is full of heroes like Spencer above – here a young Jamie Dobb gets to meet his...



DIRTBIKE RIDER

WINSTON WOLFE

Anthony Sutton
anthony.sutton@dirtbikerider.co.uk
Tel: 01524 834078

VINCENT VEGA

Andrew Marginson
andrew.marginson@dirtbikerider.co.uk

JIMMIE DIMMICK

Andrew Hill
andrew.hill@dirtbikerider.co.uk

BUTCH COOLIDGE

Allan Morris

MAYNARD AND ZED

Geoff Walker, Ed Bradley

RINGO

Steve Cox

JULES WINNFIELD

Mike Gurney
mikegurney55@yahoo.co.uk

CONTRIBUTORS

Ray Archer, Jonty Edmunds, Max Hind, Bryan MacKenzie, Jenni Dick, Sarah Gutierrez, Robin Bayman, Jeff Perrett, Simon Cudby, Nuno Laranjeira, Adam Wheeler, Jake Nicholls, Jack Burnicle, Mark Turner, JP O'Connell

MARKETING & PROMOTIONS MANAGER

Sarah Hodgkinson
sarah.hodgkinson@jpress.co.uk

MEDIA SALES ADVISORS

Kerry Lockley
kerry.lockley@dirtbikerider.co.uk
01524 834043

Danielle Greenall

danielle.greenall@jpress.co.uk
01524 834081

ADVERTISEMENT MANAGER

Christina Rawlinson
christina.rawlinson@jpress.co.uk
01524 834053

SUBSCRIPTIONS

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DIRT BIKE RIDER

12 Victoria Street, Morecambe,
Lancashire LA4 4AG

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The most educated BA Club member of all is young Adam Sterry



Winning Weston with a hangover ain't easy – Irwin, you're in!



MacNEWSH^{UND}: BadAss Club Edition

THE FIRST RULE OF BADASS CLUB IS YOU DON'T TALK ABOUT BADASS CLUB...

It's amazing to think what has gone down since the last issue – the MXdN, the Maxxis British championship finale, the climax of the Speedway GPs, an ISDE, Weston Beach race, Monster Energy Cup... It's all been going off!

A number of riders that attended these events tied a pretty little bow around their seasons and some joined, while some renewed, their membership in the 'BadAss Club'. With standout performances at their respective races late in the season these guys will sleep easy through the off-season knowing that at the arse-end of their 2013 campaign they were strong like bull.

Kristian Whatley

Do you even lift, bro? I'm just kidding, this guy squats championships and renewed his membership in the BA Club this month by winning the Maxxis British championship to make it a clean sweep of domestic silverware for himself and MBO Sports Yamaha. But that's not the impressive bit. Whatley rode the entire last moto of the series at Farleigh with no front brake after going down in the first turn with Karro and a few others and damaging his front brake. He headed straight in to see his mechanic where they snipped the hose and the dude pretty much started this race from the mechanics area and climbed back into the top 10 by the finish. And on a track that had an average speed of over 60mph – that's 10-15mph faster on average than any other track on the calendar!

Graeme Irwin

Popped his Weston Beach Race cherry and initiated himself into the BA Club by winning the damned thing in his first try. With absolutely zero prep the dude just rocked down the beach with a stock bike and a couple of his pals for a good time after making a last minute decision to ride the event only two days

before. It's said that the pain in his shoulder following a final lap crash was dulled out by the pain in his head caused by slamming a few beers down his neck in a classy Weston disco on Saturday night. Good job! It is the (off-)season to be jolly after all.

EBB

Elliott must have cancelled his direct debit as he was M.I.A. from the club and the top step for a while during a mid-season slump (I'm sure he won't mind me saying that). But come the business end of the year EBB was right there and gave everybody a waxing at the last round to wrap up his second consecutive British MX2 Championship.

Adam Sterry

I never realised that this kid has only just hit puberty! Okay, I'm kidding, that was last year, but since then he's matured at a rate of knots and I believe has been attending school all year and has only just hit 17. At the last round the #811 of Sterry almost poled the MX2 Q1 session and was only pipped by EBB at the death. He then landed himself on the podium in the first moto – that's some good effort right there.

Team STR

To have Jake Nicholls back in the British Championship is pretty BadAss. It's a shame to lose British rippers from the series as they look for GP glory so it's nice that Steve Turner has hired one of our own for next season and will continue to support the British championship with his team.

The MXdN was another classic event this year and entirely worthy of all the hype, press and bench racing that it got. But for exactly that, what can you write about it that won't have already been written? Not a lot. It's been stripped to the bare bones and nit picked by everyone and anyone all with

different opinions, views and beliefs of the event which often leaves the Motocross world in a volatile state and on the brink of a (motocross) world war.

But a few things that cannot be disputed, argued or even questioned are some of the standout performances that even the most argumentative bastard would have to acknowledge.

Eli Tomac

Straight into the BA club this month on a freebie because of his unbelievable speed in the first moto at the MXdN. It was insane. It was also pretty cool that he tried to scrub the Teutschenthal mountain about 10 feet from the bottom and 100 feet from the top. The uncool part was when he emptied himself out at the top and went down harder than a Dutch working girl. It doesn't take away from how fast he was going though – it only emphasises it...

Ken Roczen

If I ever wanted a guy on my dodge ball team then it would be this guy. He could absorb pressure for days and soaked it up like the preverbal sponge in the MX2/MX3 race as he had Tomac trying to rub him up for the entire 35 minutes. Cool as ice and countered every attack in what would generally of just been a stressful situation racing in front of a home crowd. You're in, Kenny!

Tony Cairoli

This is easy. Tony is so BadAss that the BA Club actually sponsors him. Two awesome rides to his credit at the nations, almost uneventful even, purely because he was, or is, just 'The Man'.

Team Belgium

They may not have had quite the same standout individual performances as the others but Belgium were as solid as team captain Joel's jawline. All three guys each had mega rides no doubt and none more so than long Ken in the

final moto to snatch away second place from Nagl on the final lap. It was awesome to see a bunch of guys so pumped to win and they thoroughly deserved it. #BAClub

Lastly lets have a little look at the Monster Energy Cup standouts.

Jimmy Stewart

Could he be back to the JS7 of old – a confident title contender? He picked up the overall win and the \$100,000 winners cheque but more importantly had a race long fight with Villopoto where he came out flexing his guns. Surprisingly it was RV that grenaded himself in the heat of the battle. Now if I was in Vegas that night I would of had a ton on Jimmy being the guy that spread himself out over the dirt. Maybe times have changed.

Ryan Villopoto

Although he went down and out for the night in the second moto during that dice with JS7, RV was on the gas. When Stewart threw out a huge jump into a rhythm lane and pulled a couple of bike lengths RV, having only seen Stewart do it the once before, sent it the very next lap too. It was clearly big, after all it was the jump he eventually crashed on and he hadn't looked at it all night. To be able to just step up in the middle of a race and go for something like that is pretty BadAss.

The entire Supermini class

Did you see the top guys sending the triple on their big wheels? It was ridiculous! There was one kid in the Amateur all star (MXY2) class who cased the triple in one of their mains and took a proper digger and ended up picking his teeth up out of the bar pad. So for an 85 to come up short could have been fatal. These kids have nuts of steel and it's safe to say the future looks bright in America.



GOLDEN GRAEME!

IRWIN TAKES THE WIN IN WET N' WILD WESTON BEACH BLAST...

Despite being a tad unprepared – after only deciding to enter the event at the very last minute – Heads & All Threads Suzuki star Graeme Irwin overcomes some incredibly inclement weather to take a stunning win at the Weston Beach Race in his rookie attempt at the three hour classic.

It's not a simple run to the flag for Irwin though as he has to battle through the pack as Lanes Kawasaki's Scott Elderfield sets the early pace after yanking the hole. Scott continues to push for the win but with just 45 minutes left to go snaps a chain and is forced to retire. Irwin inherits the lead but has a scary moment that puts the win in jeopardy with a lap to go.

"I came over a jump and just bogged a bit and landed front wheel heavy," explains Graeme afterwards. "I went over the bars and the bike landed on my back. Luckily I was okay and I was able to get up and win! I'm pumped that I won – really pumped."

Irwin is joined on the podium by KTM stars Nathan Watson and Matt Moffat while sweet 16-year-old Todd Kellett edges out four-time British champ Stephen Sword to take a fine fourth.

RESULTS

1	Graeme Irwin	23 laps
2	Nathan Watson	23
3	Matt Moffat	22
4	Todd Kellett	21
5	Stephen Sword	21



Elliott Banks-Browne is an excellent addition to the 2014 Arenacross line up



HOTTING UP!

WITH TWO SCORCHING NEW SIGNINGS THE 2014 ARENACROSS TOUR IS SHAPING UP TO BE A GOOD 'UN...

Tyler Villopoto – the allegedly crash happy younger brother of AMA SX champion Ryan – has signed with Somerset-based Oakleaf Kawasaki to race the entire 2014 Arenacross series.

"I'm extremely excited to have signed a deal with the Oakleaf Kawasaki team to ride the Arenacross series in 2014," says the 23-year-old. "Coming to the UK will be a new experience and I plan on being a top competitor in the championship."

Tyler's been drafted in to race for Oakleaf alongside Arenacross #3 Jack Brunell by team boss Shaun Anthony. "We're really pleased to sign Tyler for the Arenacross," says Shaun. "He's a fast rider and a perfect partner for Jack. He's got experience of the Kawasaki which doubles our chances of putting Oakleaf Kawasaki on the top step and makes winning the series

a realistic aim."

But don't expect Tyler to have it all his own way because as well as Oakleaf team-mate Brunell, defending champ Adam Chatfield, Pro Nationals MX2 superemo Nev Bradshaw and former AMA SX ace Steven Clarke, two-time British MX2 champion Elliott Banks-Browne has also signed up for the series. EBB's inclusion is sure to be a good thing for the championship that's set to considerably brighten our winter when it kicks off in Belfast's Odyssey Arena on January 17. The outdoor champ is a relative rookie when it comes to indoor racing but can't be counted out as a title contender.

"I plan to get plenty of Arenacross practice in and maybe build some whoops," says Elliott about the upcoming series. "Hell, I may even get a small track built. I'm really looking forward to it. It's an awesome

atmosphere and very different to motocross. The fans really get into it and I love the whole show. Bring it on!"

Although it's not been made official just yet rumours indicate that EBB will be racing for Dave Thorpe's Buildbase Honda team – a keen supporter of the indoor movement – in 2014 and the series will be the first opportunity to see EBB back on a Honda.

The seven-round series kicks off with a double-header at the Odyssey Arena, Belfast, on January 17/18 before travelling to the LG Arena, Birmingham (January 25), the Echo Arena, Liverpool (February 2), the Metro Radio Arena, Newcastle (February 9) and the Motorpoint Arena, Sheffield (February 15). The series signs off at London's Wembley Arena on March 1. For more information, to buy tickets and to keep up-to-date with the latest signings go to www.arenacrossuk.com



WIN! WIN! WIN! WIN!

KRISTIAN WHATLEY'S STOLEN BMX

It's been a stunning season for MBO Sport Yamaha's Kristian Whatley who's only gone out and grabbed each and every one of the major British MX1 titles on offer. And to recognise the 23-year-old's all-round awesomeness we've hooked up with K-What's manager and very good buddy Anthony Revell – who's a bit of a sporting legend in his own right – to offer each and every DBR reader the opportunity to win a very limited

edition Kristian Whatley Stolen BMX.

To be in with a chance of winning this great prize we want you to go online to www.dirtbikerider.com, log on to our competitions page and answer a simple question all before the closing date of December 6. After that we'll randomly pick a winner and if it's you we'll send you the bike in time for Christmas! And for all of you who don't win but would still like a brand new BMX bike from Santa

check out www.stolenbmx.com where you can choose something to squeeze down your chimney...

What is Kristian Whatley's career race number?

Is it: A: 227
B: 727
C: 272
D: 772

STLNBIKES

Woffy wraps it up at the championship decider in Poland



WOFFY WINS!

TAI TAKES SGP TITLE IN TORUN...

Tai Woffinden does a Dobber and overcomes two broken collarbones to seal the deal in the Speedway World Championship at Torun in Poland. The 23-year-old started the final GP needing just six points to secure the gold medal and finished the job off with a sublime victory in heat five to collect his first world title – Britain's first world champion since Mark Loram in 2000.

"I only got a wild card entry to the series and I was 500/1 in January to win it and I know people who put £20 or £30 on me back then – I think they're going to be pretty happy," says Tai. "It

has been an amazing season. It hasn't been an easy one but I've put everything I can into my speedway this year and really made it happen. I've had two broken collarbones and I've come back from that fighting fit. To put in the performances I've been putting in all season has been a great achievement."

SERIES STANDINGS

1	Tai Woffinden	151
2	Jaroslav Hampel	142
3	Niels-Kristian Iversen	132
4	Greg Hancock	129
5	Nicki Pedersen	121



WIN!WIN!WIN!WIN!

100% GOGGLE PACKAGE

Never scared to stick his nose out front Kawasaki Racing Team's #1 pilot Gautier Paulin has led more than his fair share of world championship races this year on his way to four heat wins and three overall grand prix victories! And even when he's not been out front his vision of the action has been absolutely perfect thanks to the priceless performance of his 100% goggles.

The entire range of 100% goggles is now available to buy online at www.goggle-shop.com and starting at just £22.46 there's something to suit all tastes n' budgets – and if you buy 'em from the Goggle-Shop you're guaranteed free n' fast delivery n'all. But as great as these goggles and prices are there's still something that's even better – free goggles!

And free goggles is what we're offering the

lucky winner of this free to enter competition where all you have to do is head online to dirtbikerider.com, log on to our competitions page and answer the simple question below all before the closing date of **December 6**. After that we'll randomly pick a winner and send out the goggles – 1 x Racecraft, 1 x Accuri, 1 x Strata 3 x spare mirror lenses plus 100 tear-offs – just as soon as we can...

According to statistics gathered by GP promoters Youthstream how many laps of MX1 grand prix action did Gautier Paulin lead in 2013?

Is it: **A:** 8
B: 327
C: 77
D: A bright red Lamborghini

 www.goggle-shop.com

HOT DATES!

MAJOR MX SERIES SCHEDULES...

The schedule for the 2014 FIM Motocross World Championship has been released and it's an interesting one with the series starting in Qatar and ending up in Mexico six months later. In between it heads more or less everywhere including the UK although the weeklong MX festival in August has been replaced with a normal length affair at Matterley Basin on May 24/25 – the spring bank holiday.

Bizarrely the first three and final two rounds are flyaway affairs which means the series starts and ends out of reach for the majority of race fans. While champions will still be crowned it just means that for most they'll only see it on Motors TV or Youthstream's own internet channel – www.wearegonnatakethegppsfarawayuntilyoustartsubscribingtomx-life.tv. Nice work there douche bags...

The races that you can drive to – that's rounds four through 16 (although that's a not so local 2,000 miler on the other side of Ukraine) are all reasonably predictable with Arco di Trent, Valkenswaard, Matterley, St Jean, Maggiora, Teutschenthal, Uddevalla, Hyvinka and Loket the confirmed venues while the TBAs are more than likely to be Seville, Agueda and Lommel.

With the GP schedule released the ACU crew had to shuffle the Maxxis series which starts in Landrake on March 16 and ends at FatCat Motoparc in September. In that time the Red Bull Pro Nationals – that run regardless of GPs – will squeeze in a five rounder starting on May 10/11 and finishing off on August 16/17. Venues are yet to be confirmed...

2014 CALENDAR

MX1/MX2 WORLD CHAMPIONSHIP

March 1	Losail, Qatar
March 9	Si Racha, Thailand
March 30	Beto Carrero, Brazil
April 13	Arco di Trento, Italy
April 20	TBA, TBA
May 4	Valkenswaard, Holland
May 11	TBA, TBA
May 25	Matterley Basin, UK
June 1	St Jean d'Angely, France
June 15	Maggiora, Italy
June 22	Teutschenthal, Germany
July 6	Uddevalla, Sweden
July 13	Hyvinka, Finland
July 27	Loket, Czech Republic
August 3	TBA, Belgium
August 17	Dimitrov Donetsk, Ukraine
August 31	Goiania, Brazil
September 7	Leon Mexico

MAXXIS BRITISH CHAMPIONSHIP

March 16	Landrake, Cornwall
April 6	Lyng, Norfolk
April 27	Foxhill, Wiltshire
May 18	Canada Heights, Kent
June 29	TBA, TBA
July 20	Culham, Oxfordshire
August 10	TBA, TBA
September 21	FatCat, Yorkshire

RED BULL PRO NATIONALS

May 10/11	TBA
June 7/8	TBA
July 5/6	TBA
July 26/27	TBA
August 16/17	TBA



YAKETY YAK

PARTY TIME!

WITH THE MXDN OUT OF THE WAY JAKE'S LIFE TURNS INTO A BIT OF A BOOZE CRUISE AND THEN HE HITS THE GRASS...

Words by Jake Nicholls Photo by Ray Archer

Don't you just love that moment when you have your evening all planned out then you get a message saying 'how's your column coming along?'.... Ahhh!

How's it going folks, I'm sat here in not so sunny Suffolk living the dream. I've eaten so much chocolate and crap since the des Nations it's quite impressive. I've also drank a lot of Guinness – man, it feels good though after such a long old season. I was particularly careful and hard on my diet this year being that I'm a tall lad etc so to not have to worry about that for a while is amazing and not worrying about going to bed before 11 is awesome too.

The first week we were home I was out most nights and over six nights I ended up crashing on the sofa for five of them. It sounds so sad but that's the outcome for me after being strict all year – I just go full lock in the opposite direction...

Last time I wrote was just before the Nations. For me the weekend went well there, it was my last race on the 250F and I enjoyed it. On the Saturday I had a good battle with Tomac and a couple of others which was fun and I ran his speed all race – it was tough for us too because we had gate pick 40.

Sunday was a tough old day. In the first race I got boxed in on the start as I got put on the outside with the 450s but I fought hard all race even with some arm pump and managed a ninth in my class I think. Second race I got a decent start and rode real hard all race, beating some top 450 riders and coming in 10th out of everyone including the 450s. It was a great team this year and I felt like we had a good atmosphere, Shaun and Tommy rode their hearts out too but Shaun had rotten luck all day and that along with my average first race cost us a bit. But still sixth wasn't bad and it was all pretty close.

It was great to see the yanks having to fight as hard as they did just for a podium position. Belgium and Italy deserved to be up there on the box because they were very consistent. I was laying on my bed in agony until 9pm that evening with stomach cramps caused by not digesting enough between motos and pushing really hard and going deep into my stores in the second moto. I so nearly pooped myself while stood in the middle of the track it wasn't even funny (at the time). But just after nine I managed to digest a nice German beer that my mates had purchased and things just went downhill from there really.

Next thing you know I was wondering around a town called Halle – which is 25 minutes from the track where the after party had been – covered in piss and beer and searching for a kebab with my mates and a Geordie lad who races the British championship in MX1 on a KTM (I'm hoping the editor will know and insert his name) who I eventually had a one-armed boxing match with in the middle of the road. I got the left glove which wasn't fair as my left arm is a fair way off straightening after breaking it badly. But the lad was better than me anyway and we had a good fair punch up – while being absolutely smashed.

Somehow we got back to the track and stayed the

night. The next day was crap. I had to drive the six hours back to Belgium still hanging out me ring, then unload the camper and clean it all out as it was staying there to be sold. Then I had to load my dad's camper up with all our stuff out of the Belgium flat that we're no longer renting, then load my mate's van up with beds and washing machine, then my truck.

By the time Blu and I left for the UK it was 9pm, we arrived back at 2am but I've never been happier to be home – it felt amazing. The last six weeks of the season in Belgium is the only time in my life I've felt a bit homesick. So as I said, I didn't do anything productive all week to be honest, there was stuff everywhere from the big move but I dodged moving it and putting it all in the right place as much as I could.

Most of it was spent driving a digger or watching Justin Barclay make a track which he did in fine style. On Friday my mate Wardy who's a local grass track boy brought his 350 grasser over to mine for me to have a spin on as I had entered a local meeting on it the next day. It was wild to say the least, no brakes, two gears and the weirdest riding position ever. But I could slide it a bit which I needed to do and so all was set for the following day.

The next morning I woke feeling worse for wear after the previous evening and started to think it was all a terrible idea. But how wrong was I? I had so much fun. There was only four in my race but I ran 2-3-2-2 but I lead the last one until the last corner where I straightened up mid-corner and got pipped at the line. So much fun though, bit scary but once you get used to it, bloody awesome.

The following Tuesday I stayed down at Dobber's place ahead of a day at the Ron Haslam race school where I'd be riding a 1000cc Fireblade this time and not a 600. It was my first time on a big bike and at Donington too so the track took some learning. My instructor was Davo Johnson who's a top BSB rider in the Superstock class. We had a right laugh and he got me faster and faster all day. Then at the end I got to follow Leon Haslam around for 15 minutes and got my time down by a little bit. The best time I got was 0.6 faster than David Knight's time apparently. Haha Knight – it's on, lad...

Last week my new mechanic Matt came over and stayed with us for a few days for some testing with the new bike. It was nice to get to know him and we got on well. WP came over to my track and we had a really productive couple of days, I feel really comfortable on the bike and it's fast but rideable and we worked hard for two days on the suspension and got it mint. It was really nice for Steve the boss man to come down and watch us test for the two days as well. It's really good that he's so interested and passionate about it.

I will be at the Dirt Bike Show on the Friday just so you know. Thanks for reading folks, may seem like I'm a lazy p'shead this month but I've been hard at it since mid November last year so I deserve it.

Cheers ANAT. **Go hard #45**



IRN-BRY

CASTELLATED NUT!

BRY MAC OFFERS UP HIS TRUE THOUGHTS ABOUT FARLEIGH CASTLE AND THEN GETS ALL EMOTIONAL – AWWW BLESS...

Words by **Ryan MacKenna** Photo by **Harald McDuff**

Man, Farleigh was gnarly (sh*t, that almost rhymed). Not in the sense that the track was hardcore technical or that there were any killer jumps ready to make or break you but probably because of the sheer lack of these ingredients. The track was in fact very un-technical, not ripped or lined with ruts like we're used to and there were only two ski jumps and couple of small step ups/doubles that even the fastest gun slinger in the west would have struggled to rip a tear-off off on.

Now I'm not about to start bagging on the place at all because I actually done alright, I didn't have a bad day by any means, but had I, I probably would have been playing a different tune right now. I just don't get the big fascination with the place. Most of the people who like it are old enough to ride the vets and talk of the good old days but I bet if you were to ask a young new-age 85 kid what he thought of it he probably wouldn't have much interest in it.

A lot of the 'lovers' have this pre-conceived idea that Farleigh is this place of dreams because back in the day it was. Grands Prix were raced there, Thorpey had a historic ride there and generally there is a fondness of memories that comes rushing back when Farleigh is mentioned.

Nostalgia and all that aside the track really isn't up to much. It's so fast and sweeping in the field section that it doesn't take much to ride it. The high speed takes away from the development of big bumps and the turns don't cut up very deep because of this either. I can imagine that for the guys that rode there back in it's heyday that was probably the appeal for them. But with how far suspension, brakes and handling have come since 19-canteen they make it pretty easy to ride. The average speed for a lap in qualifying for MX1 was 63mph so I wonder how fast the actual top speed was...

The best bit for me about the track though was the woods. Not because it was any better prepped but purely for the novelty value. It was literally marked out by bushes and trees and the tufts of grass were untouched. Classic. I even jumped up the first two steps early on in the day and snagged my GoPro on a tree branch which almost spun my head on my neck – people have had compo payouts for less.

So I just don't get the fascination with it but putting my opinions aside lets talk about the racing for once because I don't normally... The track did throw up some pretty good racing with the speed between everyone being so close all day it made it hard to do anything different from the rest of the guys to make or take any ground.

Starts were more important than a johnny in your wallet in Ibiza – which I proved in the first race. That first moto I actually rode pretty well for a fourth but starting outside the top 10 just wasn't cutting it. I did put in some pretty nice passing manoeuvres in the first couple of laps though to get a lot of the hard work done early doors.

The second moto my start kinda sucked again but I turned the tightest inside line around the first turn and came out golden in third. Irwin had a pretty cool crash on that first lap that I captured on my GoPro and put online for him but after that it was pretty plain sailing (you're not gonna tell them about when you nearly turned left into the bushes up the steps then? – Suttly) and I picked up my second ever British championship moto win.

The third race was probably the best race of the year. Although it was as stressful as f*ck, it was actually a lot of fun. I started in the top five again and within the first two laps had made some moves into the lead (you're not gonna tell them about flattening Lenoir then? – Suttly). From then on it was just pressure, pressure, pressure right to the flag and I never looked back once.

I remember thinking while I was riding 'go faster, just go faster' and was trying to tell myself to get on the gas earlier out of turns than what was comfortable and picked up another race win. It was such a cool feeling afterwards knowing that I laid it all out there for that moto as it's not very often you actually truly do go 100 per cent. But that was all I got right there...

I was extra pumped too because initially I thought I had won the overall but EBB snuck past Bradshaw on the last lap to grab the win by a single point. Damn it! But still, second overall for the day was pretty freaking awesome and a mega way to finish the year off.

On that note I'd like to take a minute to thank everyone who has supported me this year. The season hasn't gone without its 'downs', no season does, and at the start of the year with the dodgy knee and shoulder it looked like it was gonna be pretty bleak but it actually turned out to be one of the best times of my career.

Third in the Red Bull championship and fourth in the Maxxis championship are steady results, ones that I wish were a little better, but they are still good nonetheless. The real highlight for me though was to reward my mechanic BC, my family, friends and everyone involved with the Pendrich Kawasaki team by running up front when we were healthy and picking up my first, followed by many more, race wins. It's been a long time I've been hunting down those suckers and I appreciate that it means just as much to those who support me as it does for me.

So thank you very much to everyone – the Perfect family for giving myself and all the guys on the team the platform and ability to do what we love at the level we do it at and for making it a whole lot of fun while we're doing it. BC, Ash, my brother Dingo, Dad, Pendrich Height Services, Kawasaki, Rad Ad, Rockstar Gory, Madison.co.uk, my trainer Steve, all of the team's sponsors and anyone who comes along to the races and cheers me on, brings photos for me to sign or even just follows me on Twitter and Facebook. Thank you guys, it's been emotional. Let's do it all again next year...

[Handwritten signature]
#121



WHAT SAY YOU?

TWO-TIME MX2 CHAMP ELLIOTT BANKS-BROWNE FILLS US IN...

Interview by **Mark Turner**

With a second MX2 title in the bag HM Plant KTM UK's Elliott Banks-Browne has been beating off moto journalists as they all want to know his thoughts on this, that and the other. Fortunately our boy Mark Turner was first in the queue...

DBR: Team USA once again failed to get their hands on the Chamberlain Trophy. Do you see this as the end of the US dominance of years past?

EBB: "What I've noticed in the last two years at the MXDN is that they have left the tracks a lot rougher. Take Lommel last year – there's no way at a GP that the track would have hardly been graded from Saturday through to Sunday and likewise at Germany this year. The tracks in America are so smooth and fast but in Europe when the tracks get rough and technical for sure the Europeans know how to ride them better. I think Team USA is going to have their work cut out from now on at the des Nations as the European teams now know they can be beaten. But they are Team USA and they are not going to lay down without a fight and no matter what they are still going to be in contention every year."

DBR: If Tomac hadn't had crashed while chasing down Roczen things could have been a whole lot different. Do you think he should have played the team game and sat behind Roczen to take a valuable second place for the team?

EBB: "There are always ifs and buts but Tomac was fast in that first moto and he would have beaten Ken who had arm pump. Tomac was very fast but he was pushing the edge and it bit him. Maybe he should have played the team game but he wanted to win for himself and the team. It's hard for a rider to just sit behind another when he knows he is faster and nobody likes being beaten. All weekend Team USA were trying to keep their American style – scrubbing big and using the outsidelines but on a track like Teutschenthal the European style is the best."

DBR: Moving across to Maxxis and no sooner than the flag drops on the final race the debate lights up again on the 20 minute moto format. Do you think we should be looking at two 35 minute motos again or keep it as it is?

EBB: "I would like to see it go back to 35 minute plus two lap races. I think it shows up the people who put the work in a lot more and also for riders doing the GPs it makes a big difference. Don't get me wrong the 20 minute motos are good and get your speed up, the racing is exciting but also so can 30 minute races. For young riders who want to make it to the GPs the step from 20 minute races to 35 is so hard. You can practice 30 minute motos all you like but there's nothing like racing and that's how you improve. But who's really going to make into the GPs with the way the sport is now?"

DBR: It's been quite a month for Kristian Whatley – picking up three championships in 2013 is quite an achievement...

EBB: "Me and Kristian have known each other since the day dot and we raced with each other during our schoolboy years and he's always had so much talent – he's so nice on the bike and rides so easy but it's just not all clicked together up until now. He's really got it together this year and it shows. Three championships in one year is pretty impressive so a massive hats off to him. I bet when my dad and his dad worked together back in the day they never would have thought we would have both been British champions now."



The battle between Brad Anderson and Gert Krestinov for the win in moto three is epic

EBB shines at Farleigh to take MX2 title number two

FARLEIGH FINALE!

MAXXIS TITLES DECIDED ON THE FIELD OF DREAMS...

While the Field of Dreams title for Farleigh Castle is apt enough for the old boys and bikes who turn out each year for the Vets MXdN, the case ain't so when it comes to modern men and machinery. The majority of spectators who made the trip out to the old-school circuit near Bath for the final round of the Maxxis probably found that Farleigh Castle was 'just a field' as the spectator areas for the British championship decider were out in the open well away from the super-technical bits that really sorted out the best from the rest. With cambers, tree roots, vertical climbs and stepped descents Farleigh is without doubt a proper good scrambles track and some of the skills shown by the UK elite on this out of sight going was off

the hook – it's just a shame that nobody but the marshals could see it.

Elliott Banks-Browne and Kristian Whatley both came into the series finale with commanding leads and it'd have taken a minor miracle for Jonathan Barragan to overcome the MBO Sport Yamaha pilot in MX1 or a major catastrophe in the HM Plant KTM UK camp for Nev Bradshaw or Steven Lenoir to topple EBB from the top of the MX2 tree. When it was all done and dusted both red plate holders sealed the championship deal in their second motos and then both made decisive last lap passes in their final races to take the overalls on the day n'all.

EBB's moment of glory came when he passed Bradshaw for second spot halfway through the final tour which put a stop to Bryan MacKenzie's aspirations

of finishing the season on the top step – Elliott's 1-2-2 taking it from Bry's 4-1-1 by a single digit. Series runner-up Lenoir ended the day third overall courtesy of a 2-4-4.

With two race wins already under his belt, race three should have been a walk in the park for the freshly crowned MX1 champion but when Nico Aubin took him and Matiss Karro out in turn one everything was turned upside down. While Aubin and Karro would go on to DNF, Kristian, whose front brake caliper was ripped off in the melee came in to get the offending item removed before chasing after the pack with just a rear stopper.

Meanwhile at the front of the pack Brad Anderson was headed to his first moto win of the year and until K-What's last-gasp effort to get around Matt

Moffat and Jamie Law had the overall in the bag n'all. But with those passes made the day is Whatley's and his 1-1-7 snatched it from Ando's 2-7-1 and Bert Krestinov's 6-4-2.

SERIES STANDINGS

MX1

1	Kristian Whatley	400
2	Jon Barragan	354
3	Matiss Karro	312
4	Brad Anderson	311
5	Nico Aubin	252

MX2

1	Elliott Banks-Browne	414
2	Steven Lenoir	373
3	Neville Bradshaw	368
4	Bryan MacKenzie	329
5	Graeme Irwin	299

BIG RED ARE BACK!

TEAM HRC LEAD WAY IN MOROCCO RALLY

With just two months to go until the 2014 Dakar Rally gets underway in January, Team HRC delivered a serious warning shot to their rivals by claiming victory at the recent OaLibya Rally of Morocco.

With the event reinstated as the final round of the FIM Cross Country Rallies World Championship following the cancellation of the Pharaohs Rally in Egypt, Honda arrived to the race in force.

Armed with their all-new CRF 450 Rally, they dominated the event by taking five of the six stage wins. And with Paulo Goncalves going onto win the race outright and secure the world title they also got a championship to go with it.

Of course, how they'll fair when the real racing begins in South America remains to be seen but if Morocco is anything to go by it seems that Japan have learned a hell of a lot from Dakar 2013. KTM – who were also in Morocco with their brand new KTM 450 Rally bike – will need to keep a close eye on their rivals if they want to capture their 12th consecutive win.



UKUPACH ALL EVEN!

GOMEZ AND JARVIS SHARE UKUPACHA WIN...

It seems the season of good will is already upon us with Husaberg team-mates Graham Jarvis and Alfredo Gomez deciding to share victory at the recent Enduro Ukupacha in Quito Ecuador.

With the Hard Enduro event proving practically impossible, the pair were forced to team up together to reach the finish or spend the night in the jungle. After taking over one hour trying to climb a riverbed they opted to work together in order to see the race through.

Needing over six hours to complete the 60-mile course, both Jarvis and Gomez crossed the finish line together and were duly awarded the winner's trophy.

New Zealand's Chris Birch managed to reach the finish line in second with locals Jesus Zavala and Wilson Malo in third. Early race leader Jonny Walker was forced to retire when he damaged a radiator midway through the race.



WEBB SLINGER!

US BETA ACE SET TO MIX THINGS UP IN LIVERPOOL

The approach of winter can only mean one thing – it's almost SuperEnduro season. And with the opening round of this year's championship set to take place inside Liverpool's Echo Arena on Sunday November 17, it's set to be a cracker!

The opportunity of a world enduro championship on British shores is a rare thing these days so with the season opener coming to Liverpool it's an event not to be missed. Joining David Knight and Taddy Blazusiak, Beta's Cody Webb is a late addition to the entry list.

Webb is one of the leading riders in the AMA EnduroCross Championship

and one of the few to actually beat Blazusiak this season – and on a two-stroke as well. Missing most of the early part of the year with a broken foot, Webb came back stronger than ever and beat Blazusiak fair and square at round four of the series. Competing in Liverpool, Webb will be hoping to win again on this side of the Atlantic Ocean.

International riders also confirmed in Liverpool to join Knight, Blazusiak and Jonny Walker are: Joakim Ljunggren (Husqvarna), Mathias Bellino (Husqvarna), Ivan Cervantes (KTM), Kornel Nemeth (KTM), Andreas Lettenbichler (KTM) and Alfredo Gomez (Husqvarna).



RALLYING THE TROOPS

BRITS LINE UP FOR SUPERENDURO

With the official entry list for the opening round of the SuperEnduro championship not announced until two weeks before the event an exact line-up of British riders competing inside the Echo Arena wasn't known as DBR went to print.

But... what DBR does know is that more than 20 riders have put their names forward to compete. Alongside David Knight and Jonny Walker in the 'Prestige' class are Danny McCanney – reigning Enduro Junior champion – Paul Bolton and Tom Sagar – all riders with indoor enduro experience. Added to that is Andrew Reeves and Sean Robinson.

Nine Brits have put an entry in to compete in the junior class, while five women have entered into the Female category headed by Jane Daniels.



EUROWINNERS!

SAGAR AND ROWLAND CLAIM EEC TITLES...

The final round of the 2013 European Enduro Championship ended on a high for Tom Sagar and Jack Rowland with the British duo collecting titles in the respective classes.

Entering the three-day final round of the season in Ourem, Portugal with just a two-point advantage in the Enduro 2 class over his nearest rival, Sagar couldn't afford to play it safe. Despite winning the first four days of the season, the Welshman saw his points lead whittled down at round three when he struggled with a thumb injury.

Knowing victory would be his only option at winning the title, Sagar did exactly that. With heavy rain turning the

special tests into a muddy affair, the wet weather specialist revelled in the slippery conditions to win the E2 class on day one. Finishing second on day two, the KTM rider backed his results up with a third place finish in the final motocross race on day three to secure the title.

"It's been a tough couple of days but I knew what I needed to do to get the job done," told Sagar. "The event has been a lot harder than many expected it but I enjoyed the conditions. "I'm really pleased to be crowned E2 champion. When I injured my thumb I honestly thought I'd ruined my chances of winning the title but I managed to turn things around and make it happen."

Joining Sagar in the celebrations in Portugal was Rowland when he wrapped up the Enduro 1 Junior title. Like Sagar, he too entered Ourem with just a two-point lead over his nearest rival.

Getting his title hopes off to a strong start, Rowland ended day one in second. But on day two he made a costly mistake when he checked into a time control early. Unable to see the clock, Rowland accidentally rolled across the timing beam and was hit with a 60-second penalty. Although second on special test times the Brit dropped back to fifth. With everything to play for, Jack placed third on the final motocross and was crowned the 2013 E1J Champion.



JONNY DOES GOOD!

WALKER ON FIRE AT RED BULL SEA TO SKY...

Jonny Walker got his act together at the Red Bull Sea to Sky in Kemer, Turkey and dominated the event putting what had been a pretty shocking Hard Enduro season behind him!

Walker – who's had a torrid 18 months battling injury and illness while also trying to beat the invincible Graham Jarvis – got back on winning form at the Red Bull Sea to Sky. Entering the three-day event with a clean bill of health, the KTM rider was in confident of a winning result in Turkey. With day one featuring his much-favoured Beach Race he blitzed his competition to take a commanding win. On day two's Forest Race he again led the way claiming a start to finish win but with Jarvis also fairing well in the race, Walker needed to bring his A-Game to the Mountain Race if he wanted to win the event outright.

With the Mountain Race seeing competitors start on the Kemer shoreline and then race their way to the finish on top of the nearby towering Olympus Mountain, Walker caught everyone off guard and attacked the course hard from the outset. Clearing off into the lead, he opened up a massive four-minute advantage as his rivals struggled to keep pace. By mid-distance, Walker controlled the race lead but with Jarvis now up to second position, the Husaberg rider pushed hard to reel him in.

In a game of cat and mouse, Jarvis steadily closed in on his prey and at one point came within striking distance. But it seemed that Walker had enough left in the tank to make it to the finish first. Giving it everything he had he broke Jarvis once more and claimed the win.

ENDURO ILLUSTRATED GETS EXTREME!

HARD ENDURO COVERAGE ADDED TO PHOTO ANNUAL

The 2013 edition of Enduro illustrated – the super chunky, coffee table magazine, enduro review annual produced by DBR's woodland loving enduro nuts Future 7 Media – has been given an overhaul.

Alongside their top draw coverage of the Enduro World Championship is a whopping 22 pages of Hard Enduro coverage. Featuring a mass of amazing images from The Tough One, Hell's Gate, Erzberg, Romaniacs, and Sea to Sky, there's plenty of visual goodness to please all enduro fans.

EWC greets David Knight and Juha Salminen as well as EWC champs Antoine Meo, Alex Salvini, and

Christophe Nambotin all have their say on the 2013 season.

Enduro illustrated 2013 will be available in a few weeks – in time for Christmas – so check out www.enduro-illustrated.com for more info and to purchase your very own copy.



ALL CHANGE!

NEW IMPORTER FOR GAS GAS ENDURO BIKES

From 2014 the distribution of Gas Gas motorcycles into the UK will be split. John Shirt's Gas Gas UK dealership will continue to distribute Gas Gas trials bikes and spare parts while Clements Moto Ltd will run the enduro side of things. The move is hoped to better strengthen each sector of the market share and increase enduro bike sales by 15 per cent. As DBR went to print there was no sign of any Gas Gas info on the Clements website!



JONTY'S BOX

OVER AND OUT!

IT HAPPENS IN ALL SPORTS AND IT'S JUST HAPPENED IN ENDURO. TWO OF THE ALL-TIME GREATS HAVE CALLED TIME ON THEIR ENDURO WORLD CHAMPIONSHIP CAREERS AND GONE THEIR SEPARATE WAYS...

Words and shameless selfie by Jonty Edmunds

Juha Salminen and David Knight's combined input to the European and global enduro scene over the past decade have been colossal. But having both enjoyed long and illustrious careers they've both now decided enough is enough and bowed out of full-time woods racing. Kinda.

Juha's decision to stop was a little unexpected. Pushing eventual Enduro 1 World Champion Antoine Meo harder at times this season than any rider in the last four seasons, the Finn's form wasn't in question. But by his own admission with his speed, potential future earnings and motivation all a little lower than where he'd like them to be, he called time on his career.

Knight's announcement that he would no longer be committing to the EWC on a full-time basis wasn't so unexpected. With injury having plagued his last few seasons, his dislike for the style of events now filling the championship resulted in the need for something new. Not ready to stop completely, DK's focus sees him shift his attention to hard enduro and indoor events. Juha's jumped at the opportunity to work for Husqvarna in Finland.

Each with overall ISDE wins, US GNCC titles, national championship victories and most importantly Enduro World Championship medals aplenty both riders' careers have followed similar paths. While it was Salminen who was first to hit his stride and lift an EWC title, success is something both riders have enjoyed plenty of.

But at the final EWC race of 2013 both riders voiced their concerns regards the future of the world champs. Two of the most celebrated riders to have seen the series both before and during the appointment of a promoter, both weren't exactly singing the series' praises.

In fact the mood within the paddock at the EWC final in France was anything but buoyant. With the financial good times over for all but the very best, a reduction in the

numbers of professional teams set to commit to the 2014 series is a very real prospect. The supply of riders is greater than the number of teams looking for said riders which means getting paid to race is anything but straightforward.

The problem that now faces the EWC series is that it hasn't exactly welcomed non-professionals in recent years but now more so than in a lot of years non-professionals outnumber professional by a considerable margin. While the Under 23 classes have proved popular the senior classes aren't exactly brimming with any kind of depth of talent. Those at the very top are the best of the best – those beneath now have only limited opportunities to 'make it'.

One of the points David and Juha both made is that events aren't the same as they once were. Recent years have seen, with very, very few exceptions, only dry weather events. In addition the number, severity and consistency of true enduro special tests has been lacking. Add the fact that non-factory riders are somewhat second class citizens within the EWC paddock to the fact events have become in many ways less challenging and a whole lot less sociable and the EWC has a problem.

The fact that it's a world championship, will, like in many other disciplines do much to smooth over some of the issues it faces. But with the European Enduro Championship welcoming non-professional riders looking for a taste of international competition, not everyone can afford, or is hell bent on becoming a part of the EWC.

As Knight and Juha step away from world championship competition it's hard to know what the future will bring. One thing's certain – both will be missed and very hard to replace...

Jonty





Jake Weimer's changing things up for 2014

BACK TO THE FUTURE!

WEIMER TEAMS UP WITH RANDY LAWRENCE ONCE MORE

Perhaps the most talked-about change of the 2013 off-season, at least as far as behind the scenes stuff is concerned, is Monster Energy Kawasaki's Jake Weimer ending his relationship with trainer Aldon Baker.

Baker is literally undefeated as a trainer in the 450cc class, as long as his guy races the whole series. He started out as a trainer with Ricky Carmichael in late 2000 and worked with Carmichael through 11 of Carmichael's record 15 AMA National Championships, including two perfect '24-0' outdoor seasons in 2002 and 2004.

After Carmichael retired, Baker worked with James Stewart for a few years, starting in 2008 (also resulting in a perfect '24-0' season with Stewart that year), and then began working with

Ryan Villopoto prior to the 2011 season. As Villopoto's team-mate and friend, Weimer got permission from Villopoto to also work with Baker when he moved up to the 450cc class.

However, Weimer and Villopoto are very different kinds of racers and Weimer's confidence in 2013 began to suffer as he was always training and practicing with Villopoto which meant that Villopoto was constantly beating Weimer's times during practice. Weimer would show up to the races thinking he had no chance at beating Villopoto and that's never a good thing for a racer.

For 2014, Weimer will go back to a program that worked for him in the 250cc class – working with Randy Lawrence. "I had to do something," Weimer said. "I came back to California and kind of brought it back to the home team. I got back together with... Wait,

that sounds weird. Is there a different way I can say that? Let's see, Randy Lawrence and I worked together a few years ago. We had good success and get along well. I like the way he goes about the racing and mental aspects of the sport, and that's where I felt I've been struggling the last few years. So, it made sense to me to go back, because he helped me with that when I had worked with him previously and we'd made a lot of gains. We've been going for a few weeks now, so it's still pretty new but we're starting to make a little bit of progress."

Weimer grabbed a strong third in the opening main event but his front brake went out in the second main event after he collided with another rider and in the final main he washed out the front end in the 'Talladega turn' and dropped out of the race.

JOKERS WILD!

EXTRA LANE CAUSES BRAIN DRAIN...

Although this year's Monster Energy Cup marked the second year in a row for the Joker Lane it's clear that the racers still haven't figured out the strategy for it. Last year, GEICO Honda's Eli Tomac used it early in the final main event which landed him the win in that main. This year, though, it's obvious as an outside observer that Monster Energy Kawasaki's Ryan Villopoto could've possibly used the Joker Lane to his advantage in the second main event, but instead it quite literally led to his downfall.

With Villopoto making up time on Yoshimura Suzuki's James Stewart seemingly at will, but unable to make a pass, Villopoto could've taken the Joker Lane earlier in the main event instead of losing a 10th of a second here and a 10th of a second there trying to get by Stewart. Then, he could've spent the remainder of the race trying to reel Stewart back in, and if successful, he would've simply inherited the lead when Stewart went into the Joker Lane on the final lap. Villopoto's million-dollar dream could've stayed alive.

HELP WANTED!

CHAD REED'S STILL SHOPPING FOR A TEAM-MATE

It's no secret that TwoTwo Motorsports has been trying to hire a second rider to go along with Chad Reed on the team for a few years. For 2013, they almost had Dean Wilson hired two separate times, only to find out from Honda that they wouldn't be able to supply any factory parts for Wilson's part of the effort. That was a deal-killer for Reed and Wilson both. Reed has been on the search for a second rider during this off-season, too, and the rumor at the Monster Energy Cup was that he's close to making a deal with Rockstar Energy KTM's Davi Millsaps. Millsaps was impressive on a Suzuki during this year's Supercross season and has transitioned to KTMs during the off-season after missing the AMA Nationals because of major knee surgery. However, according to what we're hearing, Millsaps is owed close to a million dollars from either the race team or Rockstar Energy Drink directly and if he's not paid he may jump ship to Reed's team.

OLD-SCHOOL RULES!

HOW ANTIQUATED SPRUNG SUSPENSION IS BREAKING BACK INTO THE SX SCENE

With all of the seeming popularity of the Showa air forks in the factory ranks there are quite a few naysayers as well. Notably, TwoTwo Motorsports' Chad Reed went away from the factory Showa air forks during the 2013 Monster Energy/AMA

Supercross Series, choosing instead to run the standard forks he had grown to love in 2011 and 2012. And at this year's Monster Energy Cup, JGR/Toyota Yamaha's Josh Grant didn't have any stickers on his suspension. Why? Because he was running factory-level KYB suspension.



Liam Everts could be racing the Cup class in six years

DADDY'S BOY!

LIAM EVERTS PROVES HE'S A CHIP OFF THE OLD BLOCK IN THE KTM CLASS...

The KTM Jr. Supercross Finals were the final of four classes to race at the Monster Energy Cup and Stefan Everts' son Liam finished third in the event despite having to re-acclimate to the 50cc machine after riding a KTM 65 SX for the past few months. Give it about six years and Liam will be in the GPs. Maybe in about eight years, he'll be racing AMA Supercross full-time...

THE GRADUATE

COOPER WEBB WORKS HIS WAY THROUGH THE SYSTEM

Although the Monster Energy Cup is only three years old there has already been one graduate of the amateur program. Yamaha's Cooper Webb made his Cup-class debut this year becoming the first racer to race in all three Monster Energy Cup classes. In 2011, Webb finished second (behind Adam Cianciarulo) in the Supermini class and in 2012 Webb won the Amateur All Stars event with a 2-3 score over the 5-1 of Cianciarulo. Webb had to qualify for the Cup class through the LCQ but won that. He ended up 12th overall with 9-12-16 scores.





Kenny's hoping Aldon Baker can keep him out front

K-ROC'S NEW CREW!

ALDON BAKER TAKES ON KENNY

With Weimer out of the picture, trainer Aldon Baker had room to add another guy to his program. Red Bull KTM's Ken Roczen, heading into his first 450cc season got the nod. "I mean, obviously he's the man," Roczen said of Baker. "I just wanted to get things straight and keep my body 100 per cent the whole season. I think with him we're going to be able to do that. He has a lot of experience and stuff, so I'm really excited for the future. We already started a couple of weeks ago, but obviously it takes a few weeks until it really helps..."

SWOOSH SQUISHED!

NO MORE NIKE FOR DUNGEY

Some fans may have noticed that, as of the Motocross des Nations, Red Bull KTM's Ryan Dungey stopped wearing the Nike motocross boots that he had been wearing for the previous few years. Instead, Dungey was wearing Fox boots to match his helmet and the rest of his gear. "Yeah, that deal ended after Elsinore," Dungey said. "They just didn't see the value in continuing to pursue the MX program there, from what I was told." However, Yoshimura Suzuki's James Stewart was still sporting the Nike boots at the Monster Energy Cup, along with a Nike swoosh on his jersey so apparently his Nike deal is still going.

Ryan's rocking Fox footwear



Dean Wilson and Ollie Stone will be hunting 250F titles in 2014

BACK TO THE FUTURE: PART TWO

DEANO'S HEADED BACK TO THE QUARTER-LITRE DIVISION...

Although Monster Energy/Pro Circuit Kawasaki's Dean Wilson raced a 450 outdoors (when he wasn't injured) in 2013 for the Pro Circuit squad, and

he was still on a 450 at the Monster Energy Cup, he's actually returning to the 250cc class in both supercross and motocross for Pro Circuit in 2014.



Tom Parsons' whips are off the hook!

SHARK ATTACK!

DIRT SHARK BIGGEST WHIP COMP GOES OFF...

The idea behind the Dirt Shark Biggest Whip contest at the Monster Energy Cup was simple – instead of the fans judging via Twitter as it's done at the X Games Moto X Best Whip event – real moto experts would judge the Biggest Whip contest during intermission at the Monster Energy Cup. In the end, it

was no surprise that Tom Parsons took the trophy home, as his whips took upside-down to a new level. "I've always wanted to compete in X Games Best Whip but I never could get the invite," Parsons said. Here's to betting he's got an invite to the Austin Summer X Games in 2014...



DANGEROUS

DONE N' DUSTED!

LEE SIGNS OFF 2014 BY WINNING YET ANOTHER AMCA CHAMPIONSHIP TITLE...

Words by Lee Dunham Photo by Mike Wood

Wow, as ever it's been such a busy, busy month. And with all the major championships coming to an end it's always pretty exciting. For me it's been an awesome month.

In the early part of October we travelled up to Norley in Cheshire for the final round of the AMCA MX1 championship. Going into the meeting I was looking to wrap up the series in the first race as I only needed a top 20 finish in the first moto to clinch the title. Going into the race there were some new faces, which is pretty exciting and looked to be some pretty good racing.

I qualified in fourth which gave me a pretty handy gate choice and I got a pretty decent jump out of the start blocks in the first race but my first corner let me down. I got shoved back a couple of places and finished the first lap in around eighth or ninth. But with the title on the line and a huge cheer from the guys that travelled up to support me I got my head down and started to reel in the leaders. To be honest I really enjoyed it. I felt nice on the bike, found some decent lines and carved through a few places at the end of the race.

I found myself in second and I could see Brad just ahead of me. Without needing the win I sat there to the finish to clinch my fourth AMCA title. Everyone was ecstatic. To have so many friends up there was awesome. Even my in-laws spent their anniversary at the side of the race track cheering me on.

During the week my casual clothing sponsor Factory Pink sent through some Lee Dunham 'the big eight' tees to celebrate the win too. So there were loads of FP tees walking around the pits and trackside. With a short race schedule at the circuit, it wasn't long before I was preparing kit ready for the next two races. I was told just to have fun and the track was getting pretty gnarly by now anyway so a hop every now and again helped out an awful lot.

At the end of the day, the championship presentation took place. With the champagne already at the steps of the podium I knew it was going to be a wet one. I didn't know that my parents and supporters had brought their own champagne also. I may as well have showered in the stuff. It was in my eyes, ears, nose, mouth and even my under crackers! For the photos I could hardly tell where the camera man was because my eyes were stinging so badly. Such a fun day and I'll never forget it...

It's such a difference from a Sunday to a Monday. One day riding a bike and then the next working gruelling days at the garage. Although that particular day I wish I hadn't gone home. For some reason

I decided I had miraculously turned into a plumber. I noticed a drip coming from the shower block. So armed with a BB gun and a packet of wine gums (only joking) I attempted to repair our 'one drip every week' shower. Have you ever watched those fishing channels where the guys stood in waders holding his catch? Well yeah you guessed it; this was me, but holding the hot and cold joint from the inside of the shower. I fixed it in the end and for now it's working without drips.

As always we make the trip down to Weymouth to race in the annual charity Purbeck MXC event on Weymouth's famous beach. This event is by far the best event from a rider's point of view each year. Each and every lap is fun, fun, fun and more fun. For me though it didn't quite go as I'd have liked. In practice I made it as far as the first dune before crashing! So after dusting the sand off and getting going again eventually we made it back to the truck and got ready for the first race.

For the first heat it was raining so badly it was the bouncing rain. I'm guessing all the spectators were soaked by this point! But we all lined up and just as the flag dropped for the start it brightened up again. With a dead engine start the electric starting bikes are just gone! I missed the first kick and then a guy behind went and knocked my kick start back in. Finally starting the bike I was heading down the start straight with about a million bikes everywhere!

First lap from last was like GTA 5 after a mad one! There were bodies and bikes everywhere. With this type of meeting though it's all about fun. It was awesome out there and after the 30 minutes I got back to second position.

The following race was a quick turn around and so we were back down to the beach in no time. I got off the start line in the top six or so this race and was hoping for no dramas. Little did I know I'd be on my head on the next dune! Back to last again! Luckily with the track getting more lines it enabled me to climb back up again and in this outing I clawed back to fourth for second overall on the day.

If anyone fancies a great day of racing whether your a newbie to motocross or enduro then pop along next year and have a watch or even if your feeling a little more adventurous pop your name down in advance and get an entry. It's a fantastic day for the whole family.

Take Care guys and see you all at the Dirt Bike Rider stand at the Dirt Bike Show!

Lee Dunham
#28



BEACH BONANZA!

ANNUAL SOUTH COAST SEASIDE SPRINT IS A SUCCESS...

The 28th running of Purbeck MXC's Weymouth Beach Motocross proved to be a great success despite heavy rains that battered the south coast resort minutes ahead of race time. 280 riders and a prom full of excited race fans enjoyed a six-race event that saw Nick Life edge out Lee Dunham and Simon Wakely for the overall win with a 1-3 scorecard. Although last year's victor Jake Shipton won moto two a DNF first time out meant he only finished 10th overall in 2013.

James Adams goes 2-1 in the 95-strong Senior division to beat Riley Lowe and Jon Rutherford to the top step of the podium. First race winner Mitchell Bligh had a couple of spills in the second encounter which eventually put him out of the running.

The Junior class is always one of the hardest fought although this year produces the only maximum scorer as Luke Oldfield does the double. Luke's joined on the podium by Jordan Talmage and Jonny White who both have a second and a fourth. Jordan gets silver courtesy of being first loser in the final moto.

Regardless of who does what on the day, the big winner at the Weymouth Beach Motocross is always the local charities who benefit greatly. Next year's date has already been set so if you wanna get involved put October 12 in your diary!

RESULTS

EXPERT

- 1 Nick Life
- 2 Lee Dunham
- 3 Simon Wakely
- 4 Ben Saunders
- 5 Ryan Allen

SENIORS

- 1 James Adams
- 2 Riley Lowe
- 3 Jon Rutherford
- 4 Tony Revell
- 5 Mark Cornick

JUNIORS

- 1 Luke Oldfield
- 2 Jordan Talmage
- 3 Jonny White
- 4 Richard David Urridge
- 5 Andy Biles



WIN!WIN!WIN!WIN!

A ROOKIE RACER PACKAGE WITH BRIDGESTONE AND MICK EXTANCE

If you're a huge fan of racing but you've never raced yourself then we want you to step right up and enter this exclusive competition in which you could become a bonafide rookie racer with Bridgestone, the Mick Extance Kawasaki Experience and, of course, Dirt Bike Rider.

Basically the deal is this...we're offering one very lucky non-racer the opportunity to make the move from keen spectator to clubman competitor. To do that properly and safely we'll offer up a whole heap of training, the loan of a Kawasaki race bike and all the necessary racewear and when we're happy you're ready to race we'll

then guide you through a race meeting n'all and to make your journey even more special we'll document it every step of the way for a future feature in DBR. How's that sound?

To be in with a shout of winning this competition you must be aged 14 or over (under 18s must have parental consent), have never held a competition licence before – and we'll be checking so don't even think about pulling the wool over our eyes – and know the answer to a killer question.

If you can manage all that then head online to dirtbikerider.com, follow the links to our competitions

page, fill in some boxes, answer the question and then hit transmit before the closing date of **December 6**.

After that we'll randomly pick a winner who'll become our featured rookie racer!

The question you'll need to answer is this. How many times has five-time Dakar finisher Mick Extance finished the Dakar rally?

Is it: A: 5

B: 2

C: 11

D: An ostrich



BRIDGESTONE



MICK EXTANCE
Kawasaki Experience



OAKLEY CASUAL CLOTHES

Winter's on its way so get ready to wrap up nice n' warm with these toasty treats from Oakley. Coming from one of the all-time leaders in the action sports industry you know the quality, construction and fit is gonna be spot on so if you like the look and can cover the cost why not treat yourself – I know The Bear will be treating himself...

Price: Mosby jacket £140
Breckenridge shirt £60
Supplier: uk.oakley.com
Contact: 00800 6255 3985

RIP N ROLL HYBRID GOGGLE

Rip N Roll continue to push the boundaries of design excellence with these oh-so bright Hybrid goggles that are sure to stand out in these dark winter months. Being Rip N Roll goggles we don't really have to explain how they'll work awesomely in all weather conditions, never fog up and are oh-so comfortable against your face due to their awesome dual-foam technology do we? Nope, thought not...

Price: from £34.95
Supplier: ripnroll.co.uk
Contact: 01483 425506



ARAI NITROUS VX3 HELMET

When you've got a product as good as Arai's awesome VX3 helmet you don't need to keep tinkering with it but to keep things fresh Arai do like to release new colourways every now and then and for 2014 the VX3 gets some sparkly new graphics designed right here in the UK by Joe Miller Creative. Very nice...

Price: £469
Supplier: apico.co.uk
Contact: 01282 473190

JT SPROCKETS SPROCKETS

JT Sprockets are CNC machined from the finest grade raw materials available – that's alloy sourced in Austria and steel from Japan – to offer the end consumer some of the most durable and high quality sprockets around. Each and every sprocket goes through 10 individual quality control checks before it leaves the factory so you know the JT sprocket in your local dealer are the very best they can be. Available for pretty much every dirt bike and ATV ever made it's quite clear why JT produce and sell more sprockets than all the other aftermarket brands combined – or that's what they claim anyway...

Price: various
Supplier: jtsprockets.com
Contact: 01322 526236

FOX ROCZEN MXON CASUAL WEAR

If you wanna jump on the K-Roc kicking ass at the MXdN bandwagon then how about really showing your support for Kenny and ze Germans by hooking yourself up with some of this super-sweet Fox casual wear that's available now from the purveyors of all things uber-cool – that's Freestyle Xtreme.

Price: see website
Supplier: freestylextreme.com
Contact: 0117 304 9561



SHARK SX2 HELMET

With its aggressive styling and bold graphics the Shark SX2 helmet is sure to stand out on the track where it's a great performer too with excellent ventilation, a comfy liner and all the safety features you'd expect from an ACU gold stamped helmet.

Price: £99.99
Supplier: nevis.uk.com
Contact: 01425 478936



VENHILL SAFETY WIRE PLIERS

If you're super anal about safety wiring your fasteners then you probably already own a pair of these Venhill safety wire pliers but if you're new to the lock-wiring game then you need to get some ASAPs. Designed to simplify fitting locking wire to nuts and bolts, the 150mm long pliers have a locking mechanism that holds the jaws shut on the wire. Turning the chrome knob at the base twists the body of the pliers, locking the wire, which can then be snipped with the cutters in the jaws. Venhill can also supply 0.6mm wire n'all so they're your one-stop shot for this kind of swag...

Price: £15

Supplier: venhill.co.uk

Contact: 01306 885111

GEKO MUD OVERGRIPS

"There's nothing worse than trying to hold on and your hands slipping off the grips when they are all wet and muddy! I found the Geko overgrips to be just what I was looking for and could concentrate on racing instead of trying to hold on," reckons enduro legend David Knight on the subject of Geko Grips. What are Geko Grips? Well, they're pretty much just large foam grips that slip over your existing handlebar grips to offer you extra grip when conditions are wet and muddy. They're pretty much a must-have for every racer's toolbox this winter...

Price: £7.99

Supplier: geko-grips.co.uk

Contact: 07824 336388



LEATT 2014 RANGE

The CE certified Leatt 5.5 neck brace balances the needs of comfort, effectiveness and safety by allowing greater freedom of movement and adjustment to more closely meet the needs of top level racers whilst Leatt's commitment to safety ensures that key safety features pioneered by Leatt are built into each brace. The 5.5 has a lower profile and allows the rider more manoeuvrability straight out of the box and adjustments now made simple without the use of tools.

Another innovation from Leatt is the first combination neck and torso protector for Junior riders. The Fusion vest 2.0 addresses the fact that young riders are very susceptible to chest, flank, shoulder, back and neck injuries and have created a comfortable and well vented upper body protector to combat this. Available in Red, Green and Orange...

Price: 5.5 Brace from £250

Fusion kids vest £210

Supplier: apico.co.uk

Contact: 01282 473190

THOR TEES, HOODIES AND HATS

Get all set for the off-season with THOR's awesome range of casual clothes that includes tees, hoodies and hats all strategically branded up with the THOR logo. We've been testing some of the sweet duds up here at DBR Towers and can report that comfort is up 58 per cent, style has increased by 64 per cent and lunch time spillages are down by 83 per cent as The Bear is trying extra hard not to spill spag bol down his new top. If you want to enjoy similar levels of excellence in your home or workplace then hook yourself up with some THOR casual clothing today...

Price: various

Supplier: madison.co.uk

Contact: 0870 034 7226

SHIFT TWO TWO MOTORSPORTS CASUAL WEAR

Shift Racing's TwoTwo Motorsports range is generally considered to be off the hook and the latest releases of casual clothing are definitely radtacular to say the least. You can see (and buy) the whole lot online at www.freestylextreme.com right now so fire up old Betsy – that's what everyone calls their PCs right? – and get online to the one-stop badass-clothing shop.

Price: see website

Supplier: freestylextreme.com

Contact: 0117 304 9561



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GLOVE*

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SHOP ONLINE



WONDER BOY

ONE CHAMPIONSHIP IN A YEAR IS A GREAT ACHIEVEMENT, TWO IS AMAZING, BUT THREE? WELL THAT REALLY IS A STELLAR EFFORT. WE CATCH UP WITH THE DOMINANT RIDER IN BRITISH MOTOCROSS IN 2013 TO DISCUSS HIS INCREDIBLE YEAR...

Words by Jeff Perrett Photos by Suttty

This is one interview that really doesn't need much introduction so I'll keep it short so we can hear from the man himself.

Ladies and Gentlemen may we introduce the British Masters, Red Bull Pro Nationals and Maxxis British MX1 champion for 2013 – Mr Kristian Whatley.

DBR: So chap, did you honestly believe you could win all three championships at the start of the season?

KW: "Nah, not really. It was more 'just see how we go back on the Yamaha'. I never expected to win all three, although it was always something to shoot for. I think anyone at the sharp end would think it at sometime – we all race to win after all. It certainly wasn't a realistic target at the first Maxxis round at FatCat put it that way."

DBR: I guess so, because let's be honest here, the previous year your career and confidence seemed to take a dive.

KW: "Yeah, I'm not too sure what happened there. I haven't thought it about it much, I try to look forward. It was probably a bunch of things, not just one why it didn't go right. I didn't gel with the Honda for starters. That's not to say it's a bad bike, it's just one that doesn't suit my style of riding. I cracked vertebrae at the opening round last year and then it just became more and more of a struggle."

DBR: Was quitting racing at that level ever on the cards?

KW: "Yeah, I was thinking about going to get a normal job and knocking it all on the head at the end of the season. I was that down with it. I was injured and not

enjoying it and struggling to earn money to justify the effort and riding through the pain. I was tired both mentally and physically. What makes me happy in life is to get on the bike and forget all your worries but I had too many worries when I was on the bike because I didn't feel great. It was a chore, whereas this year I've had no worries at all and I've enjoyed every race and it's obviously shown."

DBR: So going back to Roy's team must've been an easy decision? Did you have any other deals on the table at that point?

KW: "There were a couple of other deals on offer but when Roy showed an interest I was always going to go back there and I can't thank him enough for that, so I hope winning the championship does. In the off season I hooked up with Revs (Anthony Revell) through Phil Lewis and we agreed on him becoming my manager and he handled all the negotiations with Roy and that made a big difference straight away. I was more relaxed and could concentrate on my job of getting fit and getting ready to ride the bike. From there it all just snowballed in a positive way. It's been such a big year and I think it's because I've just had a small but tight group of people behind me. No bullshit, just straight talking from Roy, Revs, my mechanics John and Recce, my girlfriend Gemma and a couple of good mates like Jackson Evans and it's been so much better that way."

DBR: Is that also a sign that you've matured a lot off the back of a difficult 2012 and realised that's what you needed?

KW: "Yeah I think so, I think you're right. I have grown up a lot and I'm more

independent now I've got my own house, things like that make such a difference to your outlook and even confidence. I've always been independent since I left home at 16 but never with any real stability or direction. I think last year was a wakeup call. I need to get my shit together and that small group of people have given me the chance to do that, so I'm very thankful. I know where I'm at now and what I want. Last season was the making of me, definitely."

DBR: Was the familiarity of going back to Roy's team what swung it?

KW: "Yeah, but also because of how well I done before riding for Roy. In my mind it gave me the confidence boost I needed before I'd even rode the bike again because I knew I could do well on that bike. We kind of had the same set up as 2011 as our starting point so that was a good and saved a lot of time but as I've got quicker we've changed things quite a lot through the year. Everyone has worked so hard to make a bike that suits my needs. Multitek have worked their asses off with us to make the bike as good as it is and I can't thank them enough for that."

DBR: How has your relationship with Roy been since returning to the fold? It didn't end on particularly good terms back in 2011?

KW: "It's been cool. Roy is black and white and he doesn't hold a grudge. He said what he felt he needed to say at the time and it was all water under the bridge. This was a fresh start for us both and he obviously still had belief and faith in me otherwise he wouldn't have offered me a deal. I'm black and white too, so is Revs so it was easy to agree the deal, shake hands and get to work." >>

profile

With the RBP title already sewn up the final round of the series was a walk in the park – Culham Park



Foxhill proved pivotal
in the hunt for that
maiden Maxxis title



ROY'S VERDICT!

A QUICK WORD WITH THE BOSS...

"I've been running a team with Yamaha and helping people out for 26 years. I haven't been in the British championship all that time but still a bloody long time! When I first started off I never thought of winning a British championship but as it's gone on it's become a nice dream to pursue and now we've done it. We've been second twice with Kristian and Jeff Dement and then third with Brad so it's a good feeling to say we've now won one.

"As time went on this year I started to really think this would be the year but I never felt the pressure. I went to that last race, I stood on my own and watched it and I shed a tear because I was over the moon. It's cost me dearly moneywise but it's been worth it. We've won everything this year which is obviously better than just winning one and the boy has done great, credit to him. The coverage we've had has been unbelievable and that has really helped the MBO business and good for all our sponsors, some who have been with us for years and it's nice to finally give them a championship too. So yeah, it's been a bloody good year. It'll be even harder next year though but we'll be ready for that."



DBR: Let's talk about what I believe will now be one of those 'key moments' in your career. At the Maxxis British championship round at Foxhill you took your first overall win and Tanel Leok went out with a broken collarbone. The British title must have become more of a reality that day?

KW: "It was a big step towards it, yeah. I don't like the track but I always go well there, it suits my style. It never changes and I know where I'm at with it. It feels like I could ride around there





with my eyes shut. So going into that round halfway through the season was good for me, it's usually about then things start to heat up so it's was good timing. It was tight between me and Leok and I felt confident about beating him there as much as I did about beating everyone else and that's what I did. It's never cool seeing a rival going out injured and I guess we'll never know if I would've beaten Tanel if he had finished out the season, but I was confident I would've. You've got to be so strong in this sport and not negative in anyway and after

winning my first overall that day it was a big turnaround, at that point I knew I had what it took to win the championship. I was on my way home from Foxhill saying 'I've got this, I can do this' and I did. You've got to tell yourself you can or you're already losing."

DBR: Okay, confidence is high at this point but did that expectation bring a different type of pressure?

KW: "Not for me, no. I've felt more and more relaxed as the season went on...until we got to

Farleigh! I'd won the Masters and Red Bull championships and a lot of people were on about the triple crown and how it would be a father and son British champion double. That was the only time I've been nervous all year but at the same time I was at my favourite track on the calendar and I was really confident nobody would be beat around there. The only person who could would be myself. It was what I'd been working for all year and I was fully aware of what it would mean to my family and Roy. I didn't want to show that I was nervous because it shows weakness to your rivals."

DBR: So how was the week leading into that final race then?

KW: "It was okay. I only really got nervous when I got there. I don't know why but I decided not to ride at all between the final Red Bull and Farleigh – it just seemed the right thing to do. If you don't want to go riding then don't go because I think that's when you can get hurt or start letting negativity creep in. I think mentally I needed that two week break and to really prepare myself in my head for that final round. I didn't want to risk getting hurt and I knew my speed and fitness wouldn't drop in that time. I wanted to be fresh and ready to get the job done."

DBR: Did you notice a difference in people's attitude towards you as the season went on and you started to dominate?

KW: "There's been a lot more people wanting to talk to me that's for sure, more people wanting to be my friend and that's nice you know. At the same time it's a bit weird and at a time where I've consciously been trying to keep myself to myself and just work with that tight group around me. I guess I've earned more respect, not that I was out really looking for it, but it's nice to have. Hopefully I don't come across as arrogant or anything. I try to talk to as many people as I can but I'm there to do a job – my job. I'm extremely confident right now but I wouldn't want that to come across as arrogant."

DBR: How was your family reacting to it all as that British title got closer? I know it's a fiercely proud moment for them.

KW: "They were all trying to be cool but under all that I think they were anxious and nervous more than me. It probably means as much to them as it does me. It was sort of history repeating what with dad winning the British championship too. Everyone was emotional when I got the job done. It was great to have them all there because they've all played such a huge part in their own special way in getting me to this point. It's the most I've seen my dad smile in ages! Mum was emotional, nan and granddad too, especially after all we went through after her stroke last year. They helped me a lot when I left home and I didn't know where I was going or what I was doing at that time so it's a very proud moment for them too."

DBR: And what about Roy and the team?

KW: "Oh Roy was emotional, everyone was, but for him it was really special. I met him back at the truck and he gave me a hug and was welling up. Maybe he didn't want to do it in public because he's the hard nut but he's actually the big softy – he has a big heart. To actually be able to say that I delivered Roy this championship after 26 years running a team is really cool and very satisfying because he's given me the chance in return. It'll always be special for us both and the team involved because it's the first one for us all. So much credit has to go to the team too."

DBR: Is there a sense of getting the monkey off your back that is this 'father's son' thing >>>



Hawkstone's been a happy hunting ground for Kristian this season



Celebrating at Farleigh Castle with the triple crown in the bag



Mechanic Reece Boal sprays the champs as Kristian takes the RBP title

and always being compared to him?

KW: "I suppose. It hasn't really bothered me like people would think, although I do get some old boys at racing calling me 'Jem'. It's a bit annoying but I just go with it! I've always had to live up to what the old man achieved but that's more through other people's eyes than my own."

DBR: I've heard people down the years saying your dad should've achieved more with the talent he had and that he under achieved. I've also heard people saying the same thing about you. Have you ever been conscious of that?

KW: "Yeah, definitely but that's never really bothered me too much either, certainly not as I've got older. Dad achieved more than most and it's easy to say stuff like that in hindsight."

Everyone can do that and everyone has flaws but not everyone can win a British motocross championship. I can say I've done that now and it's nice to stick two fingers up to anyone who may have said I wouldn't achieve. I'm my own man too and I'll do it my way which will be different to how my dad done it. Having said that I'm competitive and I'll want to achieve more than he did! I've always wanted to do better than him. Even in board games back in the day I really wanted to beat him, we used to play 'Hungry Hippos' and if my dad would win I'd flick the board over in a huff!"

DBR: Ha, that's classic. Seems to me you're very much a realist. I've know you since you were a nipper and I never remember you saying

you're going to be world champion or even a British champion for that matter. Is that fair to say?

KW: "Yeah, you have to climb ladders and it's one step at a time for me. Once I reach a step I'll then focus on the next one. I think if you aim too high too soon you put pressure on yourself you don't need and when things don't go to plan you can get despondent. I think too many riders focus on the opposition too much as well, I've always found that I race better when I just think about what I've got to do, I try to race the track and not other riders. Like the last moto at Farleigh, I had no front brake and I just really concentrated on racing the track as quickly as I could. I had to find a different way of going fast and not once did I look at the riders in front and



focus on them as a target, even with no front brake I knew if I raced the track with good lines and corner speed I'd ride right by them."

DBR: History now clearly states it was a smart decision not to race the British GP but what about the MXdN? You were on the short list but you never once seemed too bothered about whether you were selected or not.

KW: "It's because I wasn't. I'm not being arrogant and that doesn't mean I wouldn't love to represent my country because I would but this year my focus was purely on winning the British championship and I didn't want to risk anything going wrong or getting injured. Now I have no one can take that away. I think I'll be even stronger next year and with Jake Nicholls and

possibly Shaun Simpson racing back in Britain it'll be easier to gauge my speed against theirs. Hopefully I'll be in the running for a spot on the team next year and I'll get picked."

DBR: So have you thought already about now having the target on your back?

KW: "Yeah of course, I think I'd be foolish not to but I'm ready for it. I had a lot of motivation coming into this year and I done the business, now I have even more motivation to win more, not rest on what I've achieved, no way. I believe I can win. I'll continue to do my own thing training wise because I'm self motivated. I think in the past I've done too much training and felt tired and weak come the weekend, picking up injuries, getting colds that kind of thing. The old

man has always said your body is your temple and he's right, as you get older you learn more about what you need to do to look after it. I need to work more on my upper body strength, so that will be a focus of mine."

DBR: Do you feel any different now you've achieved this incredible triple crown year?

KW: "Yeah, I feel like I'm there now, like I'm more in control of life. I want to be British champion until I retire so that's the target to shoot for. I feel like I'm only going to get faster and stronger because I have more knowledge and a good group of people who hopefully will back me all the way. I'm going to put my foot on the gas because I now know for sure that I can win, because I have and I want to keep doing it."

mxdn

A switch to WP suspension saw a rejuvenated Tommy representing Team GB at Teutschenthal

WHO WE SPOKE TO...

TEAM GB

Tommy Searle, MX1
Jake Nicholls, MX2
Shaun Simpson, Open
Neil Prince, Manager

TEAM BELGIUM

Ken De Dycker, MX1
Jeremy Van Horebeek, MX2
Clement Desalle, Open
Joel Smets, Manager

TEAM USA

Ryan Dungey, MX1
Eli Tomac, MX2
Justin Barcia, Open
Roger De Coster, Manager

TEAM ITALY

Tony Cairoli, MX1
David Philippaerts, Open

TEAM AUSTRALIA

Brett Metcalfe, MX1
Dean Ferris, MX2
Gary Benn, Manager

TEAM FRANCE

Jordi Tixier, MX2
Gautier Paulin, MX1

TEAM GERMANY

Ken Roczen, MX2

TEAM HOLLAND

Marc De Reuver, MX1

BEST YOUNG RIDER ON THE DAY

Jeremy Seewer

THE INJURED MX2 WORLD CHAMP

Jeffrey Herlings

YOUTHSTREAM

Giuseppe Luongo, Youthstream President
Giorgio Faraldi, TV Director

FIM

Dr Wolfgang Srb, FIM CMS President



EPIC!

WHAT WENT DOWN AT THE 67TH MOTOCROSS DES NATIONS STRAIGHT FROM THE MOUTHS OF THE RIDERS, TEAM MANAGERS, EVENT PROMOTERS AND EVEN THE TV CREW...

Words by Adam Wheeler Photos by Ray Archer and Nuno Laranjeira

Anbody remotely interested in off-road motorcycle racing will know about Belgium's victory over the USA and Italy in the Motocross des Nations by now. Last month Teutschenthal drew an 80,000 crowd across three days for the 67th edition where Team GB again had

aspirations for the final step on the podium but were once more left to consider a mid-top 10 slot. Tony Cairoli, Ken Roczen and Justin Barcia were category winners in MX1, MX2 and MX Open respectively but that was only part of the story for a triumphant send-off to the 2013 international racing season. Here is what happened in Germany through the words and views of those that took part

>>



Justin Barcia is back to uphold US honour



Giuseppe Luongo tells it how he sees it



A pensive De Coster



Herlings is out with a shoulder injury



Team GB are a handsome bunch of chaps

PRE-EVENT

The Talkessel circuit in Teutschenthal has been a staple Grand Prix venue for the Germans for over a decade. The increasing attendances at the compact and undulating track for the last two years have seized upon the 'Roczen-Nagl effect' and with the German team ruling the 2012 Nations at Lommel one year previously Teutschenthal's role as host is timely and exciting.

The location is immaculately groomed, organised to the last metre and features a new start and altered rear section. On Friday the fans and industry are already piling into facility and Youthstream numbers the crowd at 10,000 on this day alone. Nerves are tangible but so is a vein of excitement. Monster Energy are prevalent with their giant hospitality and their lawnmower racing media event seems an apt introduction to the sense of spectacle everyone is waiting for across the weekend...

★ **Smets:** "We came really close last year and it didn't happen. We are really motivated not to be second again."

★ **The FIM:** "What you see here is something that started two years ago when we sat with the club and

federation and had a good look at the project. Since Ernee in 2005 the Nations has become really big and we know there are a lot of things to do with parking, camping, traffic management and so on. A million things need to be taken care of and the site needs to be adapted to cope with 50-60,000 people. We also said that we wanted the best possible track and the designers have done a wonderful job. A couple of things have been changed on the 1565m course for the better. There is a clear target inside the Motor Club and that is to have one of the very best Nations there has been."

★ **Metcalfe:** "This is the greatest event we have, so just to be involved as a rider is an honour. Being on the podium in 2011 was one of the best experiences of my life – racing wise! I think we are a top three threat this year."

★ **Simpson:** "There is a certain air of different excitement about the Nations. It is not about just the team and country, it is the whole scene with the different colours, stickers...even my pitbike

has Union Jacks on it. It is all these little details that people go to a lot of effort for in preparation for just one race. You look at your bike and think 'I can't wait to get on it and drag it around'. The track has got more sex factor about it compared to normal. You can just imagine what it will feel like totally full and you are one of the few razzing around as someone they are all watching – it is amazing."

Tixier: "This is completely different to a grand prix but I'm not nervous – just excited to do well."

De Reuver: "I've been on the sunbed three times this week! I'm a very patriotic guy!"

Luongo: "It is difficult to say who will win but honestly I think USA. This is normal because they have the strongest team but I think there will be good competition with Belgium and France. For me that is the podium."

Van Horebeek: "It is a big change coming from MX1 to MX2 in the last few weeks. It was strange to



K-Roc soaks up some serious pressure to take the MX2 class overall

handle in such a short time frame but after a few rides I felt very good again...even better than I did when I was racing it in GPs. I think it will be a great day for us on Sunday. We've been third or second so many times that now is the moment to win."

Simpson: "The last couple of weeks before the Nations were a bit strange but I was in a good place. I was sick for about four or five days after Lierop and I think it was my body saying 'we've done it! Let's have a break' I had to get over that as quick as I could because I had two races in Belgium and Holland before coming here [he won one and finished second in the other]. I spoke with a few other riders about this and with the season being as long as it has - starting one month earlier and running through to this - it is just about keeping your body in shape and not doing too much but also doing enough! There are certain parts of the year, like during pre-season, when the training is easy. You get up and you want to do it. But it does get to moments where you just have to grind it out and it was like that after Lierop."

Benn: "With the form of these guys - they are all fit and healthy - I think there is no reason why we cannot be in the top five. Maybe with a bit of luck we can make the podium."

De Dycker: "I won two motos here in 2010 but it is quite different now. The Motocross des Nations is spectacular and the track looks good. I hope there will be lots of lines and with a good start there will be no problems."

Searle: "There is a little bit more self-belief and confidence within the [CLS] team because we've all worked together in the last weeks and made big steps which we haven't done all year...if anything we've gone backwards. Not through anyone's fault but I think we got a little bit lost, especially in the second third of the season through to the end. We were making the bike worse every week I believe and I was not riding any better. We were spiralling because the team were getting pissed at me because they thought I was not performing. We then found the solution and the guys admitted that we'd gone in the wrong direction. We'll try

not to do it again but it is important to remember that as a group it is the first time we have been working and running the 450."

De Coster: "I want my immediate team to win but if we don't get to do it then my choice would be my 'old' team."

Searle: "I was really sceptical about the change [using WP suspension over his previous material]. The stuff I was using wasn't bad but this was a new brand and I really do like it. We decided to use it straightaway. The Nations isn't really a place to test but I wanted to run the suspension in a race situation and have an idea for the winter."

Prince: "I haven't seen too many Grands Prix this year but have been following them as much as possible on TV. Shaun had a difficult start to the season until he got back into a set-up that he was familiar and his results came back. The track here in Teutschenthal is obviously a lot different to what we had in Lommel last year and in the end it was not too difficult to pick our >>

riders. We haven't had a chance at all to ride together but these three guys are very professional and they have their own training programmes going on. Tommy lives in the UK, Shaun and Jake in Belgium and they all have a good routine. There is no need to keep a check on them. They know exactly that they are doing."

Simpson: "British team bonding hasn't really been on the agenda since I did it in '08. This is only my third time so I've got limited experience, let's say, but in 2008 we all went and rode with Mark Eastwood at a track close to Hawkstone during the week leading up to the race and that was nice just to be able to hang out."

"In Italy in 2009 there was not much going on at all and this year I haven't really spoken to Tommy. I've got nothing against him but what he did to me in Loket [took Simpson down in the Czech GP and dragged him for five metres] and then not to say anything...well I haven't spoken to him since apart from the track walk that we did today. Even then I just think that we are going to be competitors for the next few years; he doesn't have to be my best friend and I'm sure he doesn't want to be so and I'm not at all bothered."

"For this meeting we are a team and we can pull together for a weekend. It is an individual thing anyway. As long as we don't think we really need to start beating each other. I speak to Jake quite a lot and although we live around the corner from each other in Belgium we don't hang out too much or go riding, training or cycling together. I think it is just one of those deals where the three of us say 'let's come together for one race and do a job'. I don't think we need to go through that team building bullshit and the rest of it. It might help become mates but it doesn't help on the track ultimately."

Paulin: "We've been training as a team and we had a really good week together. So now we are set. We are all proud to be racing for the flag. Christophe and Jordi

have asked me some questions about what it will be like but we are already talking about two professional riders from two very good teams so I'm sure they will be ready. I could see they are really motivated when we were training."

Searle: "It's looking promising. It is something of a team race but we are all on our bikes individually and you can't do much when you are on the track, maybe only if your team-mate is faster and you get the pitboard to let him pass. At the end of the day we are alone on the bikes. Jake is riding well and Shaun has a lot of confidence coming into this race. We can do good but everyone goes 'podium, podium, podium' and it does get annoying after a while because that has been the same cry every year and this is my seventh Des Nations, it hasn't happened yet. It is not my goal to get the team on the podium. I just want to do the best that I can, like the others and then we'll see where we can end up."

FIM: "With a record 41 entries this is the biggest in history. It is amazing and shows you the importance of this event and how big and unique it is. At Teutschenthal this is an example of great, modern motocross."

Giorgio Faraldi: "The main difference to our production here compared to a Grand Prix is the number and types of cameras. I have one more trackside camera but also a radio-frequency roaming unit. As people might be able to see we also have a spider-cam that covers 300 metres and allows us to shoot the start and the finish line jump. Then there is the drone mini-copter that now transmits an HD picture. In the past the drone was only SD, so it wasn't so good. We have a mini camera in the ground and then three onboard simultaneously. The helmet cameras were

a problem actually because the German telecom company put up some masts to help with mobile coverage and they were interfering with the signal."

Luongo: "I think we will have a fantastic weekend of sport and I believe it will come down to the last ten minutes of the final race again. We have increased the international TV coverage further and we are continuing to grow and invest in this sport."

Giorgio Faraldi: "The spider-cam needs one technician, one pilot and one operator. The pilot looks after the movement while the operator takes care of the shot. The same crew layout applies for the drone. I would say we have around 30 people working here, between the cameramen on the track and the staff manning the Outside Broadcast truck here – which is also bigger compared to a grand prix."

Simpson: "Just wearing a Union Jack means a lot to you. As a motocross rider you look at this like the Olympics in terms of going around with the colours...it can be frustrating when people call it 'Team England' of course...! And a lot of people do! I was thinking about it the other day. For example, the people that I went to school with can see me racing motocross and winning a GP in Lierop and it won't mean much to them but when you put on a 'Great Britain' shirt then for them and perhaps the general public they see the photos and that carries much more impact straight away than any normal race result. The Nations can give you much more respect from people for what we do and you only have to look around this paddock on a Friday to see how many are motivated just for this once-a-year special race. I know what it is like at Teutschenthal, or Maggiora, Ernee or Matterley Basin for atmosphere but in such a tight little complex like this then the feeling created by 40-50,000 fans will be totally on-point."



Jake Nicholls gets stuck in like a trooper all weekend

Dean Ferris fires to 4-5 finishes for Team Australia



The fans are flat out all weekend



The home heroes...

Tantastic Marc de Reuver helps Holland to 11th in the final classification



Tomac's moto one crash over the mountain costs Team USA dearly



SATURDAY

Talkessel appears full already. The crowds dwarf a Grand Prix event and it's a positive first day for the hosts with Ken Roczen taking the MX2 heat win (Clement Desalle and Brett Metcalfe would own the other two races) giving the Germans fourth pick for Sunday. The Americans barely feature in leading positions and some media colleagues are already preparing themselves for a difficult Sunday as the track gets rough and rutty extremely quickly. Team GB are not faring too bad and Tommy Searle in particular sets a mean pace, looking to have a new lease of life on the WP bolstered chassis.

It's a busy day for news with a second Grand Prix in Brazil announced, a new fixture in Mexico and a Ukrainian round set for 2014 also. New 300cc two-strokes are presented for the European series and the 'MXGP' class becomes official with a fresh brand and logo unveiled...

Searle: "I was smiling this morning when I woke up. I thought 'let's go racing' and I don't think I've done that

this year. I feel like I can ride the bike like I want."

Simpson: "We've had 20 or 25 riders in the gate all year - Okay, we've had the Superfinals - but just to go off the gate and around the first corner with 40 riders and all that public will be special. Who would not want to be part of it? It will be insane."

Faraldi: "I'm really happy. It is always hard to perfect the set-up and we only just finished after the races today. The Nations is complicated. Not only do you have to think about the story for the race and the overall points but you have to switch your mind to cope with the new numbers and colours. For nearly 20 weekends I am watching number '21' and I know it is Gautier Paulin, but this weekend it is Tanel Leok! The only thing I can trust is the colour of the bike and this is not easy with all the mud. There is not a lot of time to study but I'm confident for the production."

Nicholls: "This is definitely the gnarliest I've seen

Teutschenthal. Some places were just getting deeper and deeper and the sun was a bit of a bugger."

Ferris: "The more ruts the merrier and the more technical it is the better I go especially when the bike is working good."

Roczen: "I think this track is pretty fun. It is getting rough and there are some good ruts. Relocating the start means they have moved a lot of dirt and there are more rocks coming through than before."

Searle: "I just finished third in the MX1 heat race...but we had a gate pick of 40 from the ballot! Normally, in the GPs, I've been going to the gate in fifth or sixth and coming out in the top 15. This time I was in 40th pick and made it close to the top 10."

Roczen: "I am using my U.S. settings. The tracks are so fast over there and so different and it doesn't always work so well. We are going to change a few



things on the bike tomorrow to get it a bit better for me but I don't think I can have any complaints so far. Overall we are in fourth place with a good gate pick."

Cairolì: "Third place and the podium is our goal for tomorrow. My personal goal is to win my races and then we will see. I am pumping up the others and I hope we can do it."

Herlings: "I am desperate to race out there. Stefan [Everts, Red Bull KTM MX2 team manager] said to me 'would you do that again?' [race in Lierop so soon after injury] and I said 'no' and I definitely did not make my shoulder any better. I am not here now because I want to be 100 per cent ready for next season and hopefully at the next Nations I can kick some ass."

Youthstream: "There was an allocation for the paddock tickets and we came pretty close. We had to keep an eye on the passes and tickets sold and it was almost at capacity."

De Coster: "I like to see our sport successful and it's good to see an event doing well. There is a lot of hard work and enthusiasm put in by the club that never gets rewarded. There are a lot of hardcore motorcycle fans that don't get recognised for making something like this happen."

Smets: "Sometimes you think 'it is a pity that it is only once a year' but on the other hand that is what makes it special. From our side we have only a small budget and nothing from the federation. This is all run by volunteers and we try to do a good job and create a nice and warm atmosphere in the team set-up that helps the riders and also the event up to the level where it is."

Roczen: "I like it [the atmosphere and vibe] a lot. The fans are great and pulling 100 per cent for us. It will be definitely crazy to take a chequered flag here tomorrow. It will be hard and you never know what can happen. To win here would be absolutely amazing."

Smets: "I'm still convinced I had the right opinion that time and you can see that they changed the policy and moved it [Smets famously said in a press conference that he would take a can of fuel and burn down the noisy beer tent at the 2004 MX1 GP]."

Simpson: "It is a blur in a sense but you can pick out the pockets of fans and glimpse colours of flags or a guy leaning over the fence with a cow bell! I always say to people that you get a much wider perspective of things with motocross. You see the hills and the landscape coming in. In Supercross you don't see much at all because you are so stuck 'into' the track. In motocross you can come over a big jump and it feels like you have a lot more time on your hands and you can have a bird's eye view of everything. That's really special. When you can see everyone packed in."

Searle: "The atmosphere is really good. I think it will be a memorable event and much better than last year in Lommel. For me personally the track is better and for the fans also they can see more. I think a lot of people will come."

Nicholls: "The crowd is brilliant and makes us feel like rock stars. From a sponsor side of things it is amazing. They stand out there and think 'oh my god'. Hopefully it carries on and still gets bigger."

Youthstream: "The pre-sales were double last year and the weekend tickets were really good. More so than the single day so people had made a weekend of it."

Ferris: "You never know. It could be my last 250 race but it is definitely the last of the year on the Dixon Yamaha YZ250F and maybe the last for the carburettor!"

Smets: "Strategy? Nothing special. You can do as much planning as you want but when the gate drops then it can all fall to pieces. The only guidelines we are using are that our guys are feeling confident and are in good shape so that they have nothing to worry about. If even something should go wrong in the first race or the last – like a crash in the first corner – then the Nations is never lost. So we shouldn't panic because the guys have been showing good speed in the last couple of weeks. We'll stay calm and count on our own

Gautier Paulin does his bit for the French team



A first turn fall and dislocated shoulder puts Desalle out of the deciding third and final moto





POST-RACE!

Belgium, USA, Italy, Australia, France and then Great Britain. The resolved order doesn't come without complications. A first corner crash for Desalle leads to a dislocated shoulder while the same third moto accident ends hope for Britain and Shaun Simpson as well as America and Justin Barcia.

Ken De Dycker's second position would fill the role of 'winning goal' but Jeremy Van Horebeek's 7-7 scorecard also plays a vital part. The 67th Nations was a stage for Tony Cairoli's brilliance but Roczen's second moto duel with Eli Tomac and subsequent victory lifts the roof off Talkessel. Tomac redeems himself after a spectacular first moto crash trying to pass the German for second place. The motos are a superb showcase for Steve Dixon's Yamaha-Cosworth technology as Dean Ferris scream away from the line in both of his outings for Australia on the YZ250F.

Talkessel looks like a bomb site as the sun sets on a windy day – the track a mess of ruts and holes and the spectator banks lashed by the presence of so many.

De Coster: "I think we should get a sound test on the fans with those chainsaws! I want to congratulate all the riders and guys on the European circuit because it is cool to see so many so competitive and coming into the final race there were still five or six teams that could

win. If somebody was going to beat us then Belgium would be my first choice! Congratulations to Italy, especially Tony, he is a great world champion. We wanted to win but we were not good enough."

Cairoli: "Third place for us feels like a win. With the team we have – if you are realistic then David has a lot of motivation but his season wasn't that great and Alessandro is getting better and better but always has bad starts – I was pushing them to make the podium and saying we could do it. I knew it wouldn't be easy but in the end those guys rode fantastic."

Barcia: "The weekend was good but I struggled a little bit. Big respect to these guys. The tracks here are extremely tough and a lot different to our U.S. tracks. It is hard to find a place like this to ride back home...and we kinda said that as well last year about the sand but these guys ride some gnarly stuff. We all did our best but it did not turn out like we wanted."

Van Horebeek: "I was really nervous in the first moto and then went down in the second and thought 'this thing is over' but I came back from 34th to seventh with some really good lap-times. It was a big challenge for me to ride the MX2 bike again

and I'm proud of what I did today."

Smets: "I've been to a lot of Nations but this was the craziest and strangest I've seen in my life. When the third moto started and Clement dislocated his shoulder I didn't really have any hope any more so I went to look after him in the medical centre. When they are making x-rays of your rider then you are not really thinking about winning the Des Nations! So when I walked back towards the pit after fifteen minutes and I heard we were still leading it felt like a dream. The last couple of laps were just amazing. A big hand to my riders."

Desalle: "At the moment it is just dislocated. There is nothing broken and it was put back in place. We will see what the doctor says [Desalle would later need an operation on the shoulder he broke in 2011 and would miss three months of riding]."

De Dycker: "I didn't know what had happened to Clement. I was looking around and listening to the announcer to try and find out what was going on. In the end I just watched the pit-board and was told I had to catch Max [Nagl]. I got lucky when he made a mistake later on." >>



Cairoli's unstoppable when it counts on Sunday...



...but was beaten to the MX1 class heat win by Aussie Brett Metcalfe



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Desalle: "It is so nice to win but it is hard to feel totally happy when you are in so much pain. We've been talking and dreaming about this victory. I'm sad that the last moto of the year finished that way but we will still try and enjoy the moment now."

Dungey: "To lose once again is tough. You haven't seen the 'real me' for a couple of years. We need to get that figured out. All three of us put out there what we had and we came up short. We are hungry for another chance and just have to add this to experience."

Ferris: "We equalled our second best result. We were third in 2011 but were fourth back in 1986! I'm proud enough of the top five. It would have been awesome to get on the podium but the boys put in everything today and we're pumped...I'm super-pumped about the way I rode! Three decent starts and solid top five all day...and P1 in practice. I liked it out there."

Barcia: "To get the overall is cool [in MX Open] but we definitely wanted to win the whole thing. I love racing with these guys and I think the European series is very cool and the tracks are way gnarlier than those in the U.S. for sure. I've still got some more to do in the U.S. championship but when that's done I hope I can come over here and race some GPs."

Cairolì: "Winning the class was not super important to me but then in another way it was because it helped make this result."

Philippaerts: "We know that Antonio is so strong and it would be possible for him to win so for Alessandro and I we just had to stay inside the top 10 to think about the podium. After missing the Nations for three years because of injuries and then coming back to get inside the top three is special."

Roczen: "I kept struggling with arm-pump and didn't feel too comfortable in that first moto. All of my starts were pretty good and I loved that second moto. It was super-fun to battle with Eli. My personal goal was to hopefully win a race and I reached that, so I'm stoked."

Tomac: "It was so close between us but Ken did have a whole country behind him today and that helped him make a push all the way through to the end. No excuses from my first moto crash. I went up a little too fast, got cross-rutted and it tore the bars out of my arms. At that point I was just hoping I would land okay! It was a good experience to see just how much the European fans are into the sport. I kinda wish Americans would get into it just as much as others around the world do. Now I'm hungrier to get back here next year."

Big Ken soaks up the pressure and leads the Belgians to victory



Simpson – the only rider to run his normal GP race number – has a tough time of it

Ferris: "It was pretty cool. The French Grand Prix and the Italian one were pretty big. It was an awesome atmosphere. Even when I was racing Ken...I was near him and the crowd were going mental. It was cool to feel that energy."

Roczen: "It was great but stressful at the same time. I'd rather have it like that though than no fans at all."

Faraldì: "This is the second Nations to be broadcast in HD and I'm really happy we have had a full season of GPs with this technology. I think everyone can see the improvement. Motocross is a very hard sport to film because of the tracks and the conditions. It is not clean and laid-out like MotoGP. We can always get better but I'm pleased and I hope the fans see some progress as well."

Youthstream: "The club invested in changes to the circuit as part of the Nations budget and also learnt some more about handling an event of this size. Those modifications and experience will help for the next five or six years for Grands Prix."

Ferris: "I'll start with a cold beverage tonight! A grand prix win and all the podiums this year have been really special for me, and this as well. It is dream to get to this level and I'm shooting higher as well so maybe there are some better years to come. Today

was probably the fastest I have ridden – thanks beforehand to some testing during the week – and there is no reason why I cannot get faster and faster with that set-up."

Nicholls: "Tomac came around the outside of me once yesterday and made a mistake and then tried to do it again. The worst thing for a racer is to be overtaken on the outside so I gave him a little nudge. Today he charged in really hot and nearly took us both down, so when we both went over the jump I turned around and gave him a little 'what was that all about?' gesture. I thought I'm not going to give anyone any room; doesn't matter if it's Tomac, Dungey or Jose Butron. He got the last laugh because he passed me on the very last corner and I was really, really pissed off about it."

Seewer: "I passed a lot of riders today after some bad starts. It was important that I was able to do the same lap-times as the top MX2 guys and with Switzerland finishing ninth it was not a bad day."

Cairolì: "I've said many times that I don't look too much towards the numbers and try to do the best, the only problem is that every season you are working towards something new or better and to pull something different out of the cap. Next year my goal has to be for another good season."



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The 250Fs of Ferris and Roczen beat the 450s to the holeshot line in the MX2IOpen race



Van Horebeek enjoys throwing the 250F about



Simpson: "As Team GB we went in with thoughts of a podium but looking at it with hindsight it would have been hard to do anything about Cairoli being on form and pulling Italy through. Australia were strong and we knew they would be. I expected a bit more from my overall results. Tommy did his job today with two solid motos and Jake had a decent second race. Maybe we could have hoped for a bit more from him in the first and I went into my first race thinking 'we could probably drop that'. To be sitting fourth or fifth, feeling great and like I had time to really make something happen to then having a problem with the front brake...it was devastating. One guy came up to me and said 'what happened? Did you have arm-pump' and I was like 'mate, if that was arm-pump and I was going backwards like that it would have been better to pull into the pits'. It was shocking."

Nicholls: "I think we can all walk away with our heads held high to be honest. I mean, we didn't really want to leave here with a sixth but it must have been close in the points. Shaun didn't have any luck in the first race and this is not a track where you want to lose your front brake. Tommy did pretty good all day. My first race was average and I had some arm-pump but the



Not even 100 per cent effort from Barcia can seal the deal for Team America

second went well. I made a few mistakes and went off the track once but I did what I could."

Simpson: "I feel bittersweet about it. In the second one the crash happened but then I was running Barcia's pace the whole moto to come up from 35th to 12th. The speed was there, the bike set-up was there, the confidence was there but my luck wasn't. Tommy did really well and Jake just battled today which the 250 rider has to do really."

Nicholls: "Walking away from the 250 it is nice to have had a decent ride, and nothing like it was at Lommel last year, which was nightmare from start to end. I'm pleased that 2013 is over. It has been the longest season of my career with so many ups and downs. I'm moving home tomorrow and looking forward to relaxing."

Searle: "I feel good and I think that is the happiest I have been with the bike and team all year. The first race was good and the second also. It was so hard out there and so bumpy. I didn't feel like I had a good flow. There were not many people faster than me but those ahead had the better start and then I couldn't catch them. Overall this is a weekend to build on but for Team GB it was a bit sh*t with some bad luck. Just 'ifs' and 'buts' like every year. 2012 was a complete write-off and we were terrible but I think we had the potential this time to be right there but it didn't happen once again. All we can do is our best. For me personally it has been a good weekend."



The Belgians stand proud on the podium

Simpson: "The wind picked up and the sun was out. It was dusty and even when I was riding I could feel my lips and face getting all wind-beaten. Half of the track I liked, the other half was very hard-packed and although it was stuff that doesn't usually suit me I wasn't fazed by it at all. I had the speed in the second moto and was pushing right to the wire. When I came in I had the feeling of wanting just one more moto to try and redeem myself. I thought about the people watching at home and then looking at the results and thinking 'Simpson was the weakest link on the team'. I expected two top sixes and it was frustrating not to pull it off, and for the team as well. I've had four podiums in a row this month and it would have been great to top it off. I've had a fourth, fifth and sixth at the Nations now so I hope next year it will start going the other way!"

Van Horebeek: "As a kid you dream to win the Motocross des Nations. Today we did it."

RESULTS MOTOCROSS DES NATIONS

1	Belgium	27
2	USA	30
3	Italy	33
4	Australia	40
5	France	44
6	Great Britain	49



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Antoine Meo motors to victory with Team France





SIX DAYS IN SARDINIA!

FRANCE RULE THE ROOST AT THE 88TH EDITION OF THE ISDE IN SARDINIA AS GREAT BRITAIN BAG ANOTHER JUNIOR PODIUM RESULT...

Words and photos by Future 7 Media

While the French World Trophy team dominate the 88th edition of the ISDE, which also marked the centennial year of the event, Great Britain also enjoyed their fair share of success.

For the third year in a row, the Junior World Trophy team ended the ISDE on the podium, proving once again that Britain has a bright future in enduro. Adding to their success, the British World Trophy team capped off a solid week in Sardinia with a terrific sixth overall.

As defending champions, France were always favourite to defend their ISDE World Trophy title.

Fielding no less than four world champions, they were pretty much the strongest nation entered in Sardinia. But with Italy hoping to benefit from their 'home' advantage and with Australia and the US getting stronger and stronger each year, there was a possibility of the French being given a real run of their money.

Unfortunately, those hopes were quickly squashed on day one when France immediately took the race lead. At first Australia and the US weren't far behind but with France consistently faster during each of the first five days, the title was always theirs to lose. By the end of the week, France's unrelenting pace had driven them to a 13-minute margin of victory over the US. >>

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Team GB's Jamie Lewis
kicks up a dust cloud



inside

Tom Sagar battles hard
for the full six days

TEAMGB

Unfortunately, capturing a win in the centennial year of the ISDE proved to be just a little too far out of reach for our British hopefuls. But, by heck, did they give it a good try.

Leading into the race, the Junior quartet of Danny McCanney, Jamie McCanney, Jack Rowland and Steve Holcombe stood a very real chance of equalling or bettering their Junior World Trophy team runner-up result of 2012. All riders have been on top of their game this year and many felt that 2013 would be their best chance at claiming gold.

However, the French and Italians also fielded strong teams. France, led by the supremely fast Husaberg duo of Mathias Bellino and Loic Larrieu, ruled the roost, while Italy consistently edged out Team GB each day. It wasn't by much but when the scores were tallied up at the end of the week, it was enough to knock Britain back to third.

In the Senior ranks, Team GB were never expected to go head to head with the leading nations of France, Italy, USA, Australia or Spain – teams that feature fulltime professional riders. But in the race within the race – the privateer nations if you like – Team GB won. Ok, it's an unofficial victory of sorts, but finishing sixth overall ensured that Great Britain were the next best nation to the Mighty Five. Top job chaps!



PEEKABOO!

I CAN'T SEE YOU... HOW
THE DUST PLAYS HAVOC

Dust, dust and even more bloody dust. The one thing the centennial ISDE wasn't short of was dust. It didn't exactly make things overly enjoyable during the first half of the week-long event.

With the majority of the special tests laid out over dry, scorched grass fields, and with 627 riders entered in the race, it didn't take long for the tests to be torn apart. From the very first special test until the last some six days later, riders were caked in the stuff.

It hung in the air like a blinding cloud over the special tests and caused some serious visibility issues. Anyone that wasn't right at the front of the entry suffered. The issue was helped somewhat by organisers starting competitors in groups of two instead of three from day two onwards but by the end of the week just about everyone was glad to finally be finished.



With France out front the battle for the runner-up result between the US, Australia, and Italy quickly took centre stage. At the end of day one, USA were second but the Aussies picked up their pace on day two and claimed the runner-up spot. But with Matt Phillips (Husqvarna) dropping out of the race on day three, the Aussies fell back behind the US. For the fourth time in as many days the position changed hands again as Australia fought their way back in front.

Finally on day five their luck would run out as Glenn Kearney (Husqvarna) ran into mechanical problems. Losing three minutes, Australia fell completely out of medal contention and eventually placed fourth. Their loss was both the USA and Italy's gain. With a bit of breathing space leading into day six, the US

finally claimed the runner-up result at the ISDE for the first time in over 30 years. After a week of problems, Italy gladly inherited the third and final step of the podium. With Australia fourth, Spain rounded out the top five with GB sixth.

In the Junior World Trophy team, victory went to defending champions France. The French were simply untouchable in Sardinia and never put a foot wrong throughout the week. Italy were next best to France, while Britain finished third overall.

In the Women's World Trophy competition, Australia broke France's five-year reign and claimed an upset win. The Aussies were unbeatable all week and left Sardinia as the champions with Sweden and France in second and third respectively.



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OSBORNE'S SWEET SIX DAYS...

It's been a long time coming – over 30 years in fact – but the United States finally equalled their best ever ISDE World Trophy team result of second overall. Traditionally, the Yanks are not a timecard enduro nation. They don't do grassy special tests and in truth they only ever see a 15-minute work area once year at the ISDE, something that makes their second position in Sardinia all the more creditable.

From the word go, the USA were up to speed. Ending day one in second, they never once dropped outside of the top three throughout the week. Changing position on more than one occasion with Australia, the USA were finally given a bit of breathing room when the Aussies lost time on day five.

Saving their best till last, both Mike Brown (KTM) and ISDE rookie Zach Osborne (Honda) won their respective Enduro 3 and Enduro 1 motocross races. For Osborne, his moto win was the icing on the cake of what was a highly productive week for the former GP racer.

Prior to Sardinia, he'd just wrapped up the AMA motocross season and wasn't tuned into enduro like his rivals were. Rolling up his sleeves, Osborne got stuck in and steadily improved while picking up a couple of special test wins along the way. Enjoying the experience, he vowed to return to the ISDE.



World champ Alex Salvini struggles to make his mark on home soil



OH, DANNY BOY!

MILNER MAKES MINCEMEAT OF THE WORLD ENDURO ELITE

Unless you've kept an eye on the Australian off road scene you wouldn't be all too familiar with Daniel Milner. Yes, he won the Australian 4 Day Enduro and also the Australian Off Road Championship this year but no one was sure what he was capable of outside of Oz.

Winning day one outright, he didn't waste any time introducing himself. Beating newly crowned Enduro 2 World Champion Alex Salvini for victory by one second, Milner made the world sit up and take notice. On day two he proved he was for real and this time fought all day with Antoine Meo (KTM) for the outright win. Meo – who was riding the Enduro 3 class for the first time – beat him by 11 seconds but on day three Milner led Meo home.

Overall, Meo eventually kept the young Aussie at bay and won the ISDE outright. But with Milner ending it as runner-up while topping the Enduro 2 category, the Yamaha backed rider certainly turned a few heads. He opened up the very real possibility of securing a full-time ride in Europe for 2014.

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Spain's Ivan Cervantes gets the hammer down in the end-of-week MX race

RACE TIME!

ISDE MEETS MXDN ON SIXTH DAY

Traditionally day six of the ISDE is a little like the MXdN – just for bikes with lights. After a week of dust it was a welcome respite for all the competitors. Ironically, following five days of sun, torrential overnight rain prior to day six ensured the conditions for the final motocross race were almost perfect, despite the fact it wasn't overly well thought out.

Split into three groups – Clubman, Women, Trophy and Junior Trophy – the elite boys were last to hit the track. Enduro 1 were first to race and needless to say Zach Osborne was favourite to win the race. He didn't fail to disappoint, taking an impressive start to finish win. Italy's Thomas Oldrati (Husaberg) held off Austrian Michael Staufer (KTM) for second. Ending his race in seventh was more than enough for Spain's Cristobal Guerrero (KTM) to claim the outright E1 honours.

With former MXGP riders on the line – Alex Salvini (Honda), Johnny Aubert (KTM), Pela Renet (Husaberg) – plus Kurt Caselli (KTM) and Daniel Milner (Yamaha) among others in the mix the Enduro 2 final moto was stacked with talent. It didn't take long for things to kick off as Milner hit the dirt soon after the first corner. In the carnage, Salvini got his nose in front and managed to hold off French upstart Loic Larrieu to take the win and redeem himself for what had otherwise been a terrible week. Dusting himself off, Milner got going and fought his way back up to 14th to claim the outright E2 win.

Bringing this year's ISDE to a close, the Enduro 3 riders took to the track for the final race. Holedshot artist Mike Brown (KTM) ripped his way to the front and stayed there for the duration of the race to take the win. Behind him an all out war raged between Frenchmen Mathias Bellino and Antoine Meo. Bellino had made himself as wide as possible and refused to let his countryman past, which resulted in Meo hitting the ground. That allowed Bellino to escape for second with Aigar Leok benefiting from Meo's crash to place third. Meo remounted to take fifth and with it the outright E3 and individual win.



Jason Thomas puts in a stellar performance



Kurt Caselli is strong for the Yanks



Team GB's Juniors make it to the podium for the second year on the bounce

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SWEDDE DREAMS!

TEST APE WAKKER GOES BANANAS IN HIS PYJAMAS FOR THE ALL-NEW KTM-ESQUE RANGE OF HUSQVARNAS...

Words by Geoff Walker

The Husqvarna name is synonymous with dirt bikes and is one of the oldest brands in our culture. Born in Sweden the production of bikes began in 1903 but it wasn't until 1918 that the first fully in-house designed, developed and produced Husqvarnas hit the roads. The company concentrated on road bikes at first and began racing in the 1920s at events such as the TT. It was the mid-50s when off-road riding and racing started to become more popular so two-strokes from the range were developing into off-road capable machines which developed into the two and four-stroke bikes used in the '60s and '70s by legends such as Malcolm Smith, Torsten Hallman and of course Hollywood superstar, Steve McQueen.

Development and racing from the very Swedish – Electrolux Group owned – company kept going in their homeland until 1987 when the motorcycle division was sold to the Italian Cagiva MV Agusta Group. This move gave rise to some of the disgruntled Husqvarna top development and engineering staff beginning a new Swedish brand called Husaberg while Husqvarna production moved to Varese in Italy where the brand kept developing. The next chapter came with the BMW Group buying the company in 2007 which brings us up to March 2013 when Husqvarna joined the 'KTM family'...

With this takeover there are many positives. For one thing the brand stays alive and that is key. The core to Husqvarna is the history which goes with the name and with the new owners comes an insured development strategy which will, I am told, develop Husqvarna into a unique brand of motorcycle over the next few years.

Yes there are of course going to be some 'orange' flavour around at this stage but as I said a couple of years ago when the Husaberg brand joined with KTM there are certain things which make a dirt bike work well and these are what every manufacturer must ensure they do well in this modern era.

When we break the bikes we ride down to simple terms they have a frame, with every manufacturer building and

running very similar working angles as well as, swing arm lengths, wheelbase, wheel size, seat height, peg position, suspension travel etc. Simply put, no one modern bike is far and away better/worse than another. Choice and brand preference is key and taking a base model of what already works and upgrading it as Husaberg/KTM did will always work in my opinion.

Economics determine some of the moves by manufacturers and it is not uncommon for manufacturers to use parts and engines from 'rivals' such as the Beta and KTM working relationship with the use of each other's engines in mini bikes and enduro and who can forget the KX-F/RM-Z250 and KX/RM 65 – bikes with a simple change of plastic colour. Sustainability works and bringing back the Husqvarna and Husaberg brands together after 25 years will undoubtedly work to create another incredibly strong European brand in MX and Enduro.

So, how could Husqvarna's new owners make a range of bikes and re-launch the brand in just seven months? The answer was of course to take already proven bikes, make some changes and upgrades where possible to give the customer a strong package with a new identity. This will allow riders to hand over their hard earned moolah for a proven dirt bike with parts and support readily available to move forward and enjoy the experience of their new ride...

The 2014 Husqvarna MX range has a six bike line up and the Enduro range has seven. The motocross range includes the TC 85 which looks cool in its white, blue and yellow styling. The other two-stroke bikes are the TC 125 and 250 – which there is a 300 kit that will add a little va va vroom to the package. The four-stroke MX bikes are three in number and these are the FC250, 350 and 450. The Enduro range has seven bikes to cover pretty much every rider – the two-stroke TE 125, 250 and 300 models are partnered by the FE 250, 350, 450 and 501.

With Husqvarna having such a strong and historical link to Sweden it was fitting to test the bikes at the awesome Uddevalla MXGP facility just north of Gothenburg. The MX track at Uddevalla needs no introduction while the enduro

loop on this massive site is absolutely kick ass when it comes to offering a technical challenge that really lets you get a feel for a dirt bike.

The motocross bikes look great in the classic colours and the styling through the plastics and into the all in one Polyamide sub-frame is a touch of quality. I really like the look of the bikes and the assurance of proven technology with a fresh approach takes the guess work out of the range.

The theme running through the adult Husqvarna MX range is the shock length which the company are taking from an American style of set-up. The bikes sit low for precise handling and stability without compromising rider comfort. The tyres are supplied by Dunlop in the form of the Geomax MX51. All the adult bikes run with a five speed gearbox except the 125 which runs with six-speed. The 85 also runs with a six-speed

>>



The FC450 is a real man's bike



FC450

The big bike aiming for world glory was something I was keen to get to grips with on the test. With 60 bhp on tap this bike could be classed as a handful but in my opinion this is what a big bike should be all about. When I first sat on the bike the seat height felt slightly on the low side but as soon as I took to the track the benefits of the running height became clear.

The track was frozen and a little slushy in a few places so early laps were pretty tentative for all of us. The lines would eventually cut in allowing parts of the track to be attacked.

Basically the 450 likes to be ridden with a certain freedom and its limits are pretty difficult to find. The handling after setting the sag as close as it could be for my weight and slowing the rebound on the forks and shock was very good and would get better as the lines cut in.

The biggest issue on handling came from the

stock tyres. The Dunlop MX51s did not work great on the difficult surface for a good part of the day. The positive feedback from the tyres came when the bike engaged into a rut or a dry section of track. The bike would skate as the mud clearance was not great at any speed. From a riders point of view this is easily fixed and had conditions been less technical this issue would not have arisen.

The comfort on the bike was good although taller riders may want to go for a higher seat to aid with seated to standing transfer forces on their legs. The mapping switch on the bars comes into its own on the 450 and with the mellow curve engaged pretty much any rider can enjoy this bike. The way the bike puts the power down is not to everyone's liking but I found the motor easy to ride hard or smooth as required on the Uddevalla circuit.

FC450

CAPACITY: 449.3cc

BORE AND STROKE: 95 X 63.4mm

TRANSMISSION: FIVE-SPEED

FUEL TANK CAPACITY: 7.5 litre

FRONT SUSPENSION: 48mm WP FORK (300mm TRAVEL)

REAR SUSPENSION: WP SHOCK (317mm TRAVEL)

FRONT BRAKE: 260mm DISC

REAR BRAKE: 220mm DISC

SEAT HEIGHT: 992mm

WHEELBASE: 1495mm

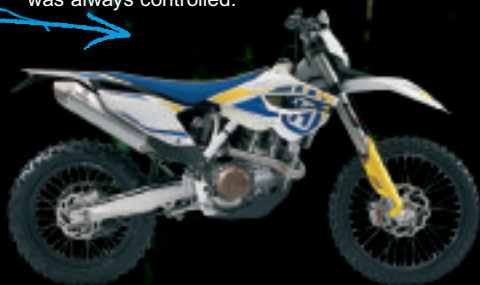
GROUND CLEARANCE: 371mm

RACING WEIGHT: 107.6kg



FE450

The technical nature of the rocky and rooty test lap made feeling the bikes strengths pretty easy. With the 450 and 501 the 'big bike' feel was there as it should be. It is not possible to have these bikes feel like toys so the trade off is the power and indeed the way it is produced. I didn't used to be a fan of any 450-engined enduro bike as the power would have a hit to it in the mid-range. Those days are now gone and the smooth and almost docile feeling to the power up to mid range allows you to cover the ground deceptively fast. Turning on tech sections of the track had to be set up in advance but with the smooth power delivery and link working to allow traction in the most difficult conditions set up and easy cornering in every technical section was always controlled.



FE450

CAPACITY: 449.3cc

BORE AND STROKE: 95 X 63.4mm

TRANSMISSION: SIX-SPEED

FUEL TANK CAPACITY: 9 litre

FRONT SUSPENSION: 48mm WP FORK (300mm TRAVEL)

REAR SUSPENSION: WP SHOCK (330mm TRAVEL)

FRONT BRAKE: 260mm DISC

REAR BRAKE: 220mm DISC

SEAT HEIGHT: 970mm

WHEELBASE: 1482mm

GROUND CLEARANCE: 345mm

RACING WEIGHT: 113kg



TC125

Riding any 125 is like going back in time and the excitement of letting it all hang out and making a lot of noise while not getting anywhere too quickly is something I remember from my youth. Well, times have changed and on the TC125 you do get places pretty quickly. This bike rips... It really is that simple.

As with every 125 ever produced you have to keep it 'on the pipe' and when you do this is an incredibly rewarding ride. I cannot emphasize enough just how cool it is to have a bike this quick. The Uddevalla track was perfect for the 125 as there is room to cut it loose. Of all the bikes the 125 took a few more laps to get used to as taking a bike to what seems like its breaking limit for 100 per cent of the lap seems strange for a while.

The suspension and everything about the chassis felt great on the bike with superb balance and control with no sign of the slight nervousness of either 250. The softer set-up on the 125 worked great.

TC125

CAPACITY: 124.8cc

BORE AND STROKE: 54 X 54.5mm

TRANSMISSION: SIX-SPEED

FUEL TANK CAPACITY: 7.5 litre

FRONT SUSPENSION: 48mm WP FORK (300mm TRAVEL)

REAR SUSPENSION: WP SHOCK (317mm TRAVEL)

FRONT BRAKE: 260mm DISC

REAR BRAKE: 220mm DISC

SEAT HEIGHT: 992mm

WHEELBASE: 1480mm

GROUND CLEARANCE: 395mm

RACING WEIGHT: 92.3kg



TC250

The two-stroke TC250 is a blast to ride. The power is incredibly smooth and coupled with the incredibly light feel to the ride, makes for a very versatile machine.

The power rolls on with a controlled aggression to the hit as the revs build. The power valve was clearly set to perfection as the smooth and linear transfer through the rev range and mid power area was great.

The jetting was slightly out just on the transfer from the needle to the main jet as a slight bit of detonation would occur in the deepest pulling sections of track. One clip position richer on the needle and the meat of the power would have increased and smoothed out even more.

The handling on the 250 was 'lively' yet controlled and the bike benefitted from adding rebound damping all around. This bike is going to be a boss in two stroke circles and with the excitement of the 300 power up kit being made available the fun/fear/cool factor is going to be off the scale.

TC250

CAPACITY: 249cc

BORE AND STROKE: 66.4 X 72mm

TRANSMISSION: FIVE-SPEED

FUEL TANK CAPACITY: 7.5 litre

FRONT SUSPENSION: 48mm WP FORK (300mm TRAVEL)

REAR SUSPENSION: WP SHOCK (317mm TRAVEL)

FRONT BRAKE: 260mm DISC

REAR BRAKE: 220mm DISC

SEAT HEIGHT: 992mm

WHEELBASE: 1480mm

GROUND CLEARANCE: 385mm

RACING WEIGHT: 97.8kg

FE350

Could this be the best bike in the entire range... The 350 certainly holds its hands up and makes a very positive case for itself. Everything about this bike makes you want to ride. It feels very positive in every department and as with the rest of the enduro range the stock Michelin tyres provide the stability and consistency in grip where the chassis can work to its optimum performance.

The power was perfect for the test lap and with the extra flickaboutability over the bigger capacity bikes the line choices could be dealt with easily when the number one line was missed. There is a confidence this bike would bring to any off-roader, whether they were a novice or expert which is hard to find. The 350 is a user friendly bike with a sharp bite for the top level.



FE350

CAPACITY: 349.7cc

BORE AND STROKE: 88 X 57.5mm

TRANSMISSION: SIX-SPEED

FUEL TANK CAPACITY: 9.5 litre

FRONT SUSPENSION: 48mm WP FORK (300mm TRAVEL)

REAR SUSPENSION: WP SHOCK (330mm TRAVEL)

FRONT BRAKE: 260mm DISC

REAR BRAKE: 220mm DISC

SEAT HEIGHT: 970mm

WHEELBASE: 1482mm

GROUND CLEARANCE: 345mm

RACING WEIGHT: 109.2kg

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FE250

The FE250 is a demon in the woods and a blast on the MX track. The conditions during the two day test got more and more moist and the FE 250 loved it. The grip and feel from the bike as well as a superb free-revving motor when out in the open made this bike a blast.

As I expected it ate up the beaten enduro lap but the biggest fun was on the MX track. Riding a bike on its limit is great fun and the blend of the great tyres, positive feeling chassis and free to run motor made the 40 minute session on the track go in the blink of an eye even though it was raining that wet kinda rain...

The 250 feels like it has traction control and it was refreshing to get to test these bikes in a more UK style situation rather than a baking hot, dry, dusty trail loop. What a blast, I could do nothing on the bike to make it misbehave. Absolute quality...

TE300

Any 300cc two-stroke is close to my heart as the torque and feeling of riding one of these bikes fast is hard to beat. The Husqvarna did not disappoint as the proven motor delivered the power to the rear wheel with a new control through the linkage. The two-strokes further highlighted the quality in the linkage as traction was required for every inch of the loop and the bikes could be ridden with an ease across some pretty gnarly stuff without the usual death grip action going on.

The positives from every bike across the range aim at less rider fatigue on the tracks and trails of the planet. The amount of torque seems to have increased in the last couple of years on the 300 motors from every manufacturer who makes one and they are getting to the point of making so much traction it is hard to believe it is actually a two-stroke.

TE250

Now the 250 two-stroke carries on the positive chassis, control and motor feeling. The jetting was absolutely perfect on the test and with the bike running at its best the speed and ease of ride through the Swedish forest was second to none. This bike feels like a toy with a lighter feeling than the scales may say. When in motion the ability for direction change comes from the harmony of the chassis and the motor through comfortable control positions and actuation. This bike does nothing wrong. It really is that good.

TE250

CAPACITY: 249cc
BORE AND STROKE: 66.4 X 72mm
TRANSMISSION: SIX-SPEED
FUEL TANK CAPACITY: 11 litre
FRONT SUSPENSION: 48mm WP FORK (300mm TRAVEL)
REAR SUSPENSION: WP SHOCK (330mm TRAVEL)
FRONT BRAKE: 260mm DISC
REAR BRAKE: 220mm DISC
SEAT HEIGHT: 960mm
WHEELBASE: 1482mm
GROUND CLEARANCE: 355mm
RACING WEIGHT: 104.4kg

TE125

The TE125 was surprising in its power delivery as it is difficult to take such little capacity and give it strong 'power areas' such as a smooth and strong bottom-end. This is exactly what this bike has though which is great for the terrain we had to cover. I am a little large for the 125 but it was still very usable and great fun to chuck around the woods and rock formations of the superb Uddevalla facility...

FE250

CAPACITY: 249.9cc
BORE AND STROKE: 78 X 52.3mm
TRANSMISSION: SIX-SPEED
FUEL TANK CAPACITY: 9.5 litre
FRONT SUSPENSION: 48mm WP FORK (300mm TRAVEL)
REAR SUSPENSION: WP SHOCK (330mm TRAVEL)
FRONT BRAKE: 260mm DISC
REAR BRAKE: 220mm DISC
SEAT HEIGHT: 970mm
WHEELBASE: 1482mm
GROUND CLEARANCE: 345mm
RACING WEIGHT: 107.5kg

TE300

CAPACITY: 293.2cc
BORE AND STROKE: 72 X 72mm
TRANSMISSION: SIX-SPEED
FUEL TANK CAPACITY: 11 litre
FRONT SUSPENSION: 48mm WP FORK (300mm TRAVEL)
REAR SUSPENSION: WP SHOCK (330mm TRAVEL)
FRONT BRAKE: 260mm DISC
REAR BRAKE: 220mm DISC
SEAT HEIGHT: 960mm
WHEELBASE: 1482mm
GROUND CLEARANCE: 355mm
RACING WEIGHT: 104.6kg

TE125

CAPACITY: 293.2cc
BORE AND STROKE: 72 X 72mm
TRANSMISSION: SIX-SPEED
FUEL TANK CAPACITY: 11 litre
FRONT SUSPENSION: 48mm WP FORK (300mm TRAVEL)
REAR SUSPENSION: WP SHOCK (330mm TRAVEL)
FRONT BRAKE: 260mm DISC
REAR BRAKE: 220mm DISC
SEAT HEIGHT: 960mm
WHEELBASE: 1471mm
GROUND CLEARANCE: 355mm
RACING WEIGHT: 96kg

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FC350

Any 350 brings a smile to my face as the unique characteristics of the capacity allow a riding style which makes for a lot of fun. The power on the Husky felt stronger than I have experienced before and it was super easy to ride on both mapping curves. I left the curve on the maximum power output and the linear power from very low revs allowed traction and forward motion to occur with no drama whatsoever...

Of all the bikes, I crashed more on this one, simply because I was having a blast while trying to push it to the turns as hard as I could. My kit took a pounding as well as my body but the smile never went away...

The turning prowess through the chassis set up was at its best on the 350 as even with the slight negative feel from the tyres it allowed great mid corner speed in and out of ruts.

The WP suspensions bottoming resistance was fully tested on the 350 as there were a few slightly 'short' landings from great heights during the test on some of the huge Uddevalla jumps. The units took the hits no problem and I am thankful for the technology involved...



FC350

CAPACITY: 349.7cc

BORE AND STROKE: 88 X 57.5mm

TRANSMISSION: FIVE-SPEED

FUEL TANK CAPACITY: 7.5 litre

FRONT SUSPENSION: 48MM WP FORK (300mm TRAVEL)

REAR SUSPENSION: WP SHOCK (317mm TRAVEL)

FRONT BRAKE: 260MM DISC

REAR BRAKE: 220MM DISC

SEAT HEIGHT: 992mm

WHEELBASE: 1495mm

GROUND CLEARANCE: 375mm

RACING WEIGHT: 106.4kg

A rolling Godfrey
gathers no moss



FC250

This bike begs to be ridden as hard as possible. There is no need for a mapping switch with the FC250 although it is a nice touch. Traction control can be easily dealt with by using the throttle correctly and with almost the same stability and cornering prowess as its big brothers the 250 is a force to be reckoned with.

The suspension on the 250 was fractionally stiffer in feel to the big bikes as it would move around more on the exit to the turns and slide at high speed entering the braking zones. I tested and tested and the feeling remained on the bike.

The light nature of the bike brought the tyre issue to the fore for me as the lack of bite versus the need to attack the turn entries was not matching up. The motor is a joy as it produces great power from zero and builds through the range. This bike is fast, very fast for a stock machine with horsepower figures out of the box which you would have to spend a lot of money on to find on some other bikes.



FC250

CAPACITY: 249.9cc

BORE AND STROKE: 78 X 52.3mm

TRANSMISSION: FIVE-SPEED

FUEL TANK CAPACITY: 7.5 litre

FRONT SUSPENSION: 48mm WP FORK (300mm TRAVEL)

REAR SUSPENSION: WP SHOCK (317mm TRAVEL)

FRONT BRAKE: 260mm DISC

REAR BRAKE: 220mm DISC

SEAT HEIGHT: 992mm

WHEELBASE: 1495mm

GROUND CLEARANCE: 375mm

RACING WEIGHT: 104.1kg

FE501

The big daddy of the range is the smoothest in nature and it is easiest to feel the benefit of the linkage rear end as the ratios and damping rates in the shock work in harmony to produce a bike – and indeed a range of bikes – which put the power to the ground in a delicate way when required. In low speed situations the friendly feeling from the rear acts to find traction allowing a comfortable and controlled ride for all.

The fact that the 501 is so easy is a positive which continues throughout the range. Couple the great rear end to the WP4CS forks and you are on to a good package. The forks as usual felt a little soft for my personal taste but I kept to a formula of 8 clicks in on compression and rebound on every bike to keep a consistency of ride. The reaction to this adjustment is incredibly positive with the 4CS fork as the feedback is there in the feeling straight away.

The power from the 501 is fantastic although you probably have to take it to Santa Pod to get it up to maximum speed. It just keeps pulling...



FE501

CAPACITY: 510.4cc

BORE AND STROKE: 95 X 72mm

TRANSMISSION: SIX-SPEED

FUEL TANK CAPACITY: 9 litre

FRONT SUSPENSION: 48mm WP FORK (300mm TRAVEL)

REAR SUSPENSION: WP SHOCK (330mm TRAVEL)

FRONT BRAKE: 260mm DISC

REAR BRAKE: 220mm DISC

SEAT HEIGHT: 970mm

WHEELBASE: 1482mm

GROUND CLEARANCE: 345mm

RACING WEIGHT: 113.5kg



team ireland

*Martin Barr running the
Irish team's green, white,
and gold in Teutschenthal*





WE HOOK UP WITH TEAM IRELAND IN TEUTSCHENTHAL TO GET THEIR TAKE ON ALL THE WEEKEND'S ACTION AT THE MXDN...

Words by **Stefan Paetow** Photos by **Nuno Laranjeira, Ray Archer and Sarah Gutierrez**

The island of Ireland is unique in that the Republic of Ireland and the UK country of Northern Ireland that share the Emerald Isle also share a motorcycling body, which has puzzled many a fan from the mainland in the past. This all harks back to a century or so ago when the Dublin Motor Cycle Club decided to rename itself as the Motor Cycle Union of Ireland and form an offshoot in Belfast before joining the Fédération Internationale de Motorcyclisme – the global body we all know and love (and hate).

After Irish independence in 1922 the Belfast branch eventually turned into the MRA but remained affiliated with what is the Irish federation. Because of this relationship, riders from either side of the hidden border get to ride for the country famous for its clover leaf. This year, with Laurence Spence at the tiller, three Northern Irish boys packed their bikes and decamped to Teutschenthal in Germany for madness that is the 67th Motocross des Nations. Martin Barr is the grizzled veteran of the jolly band, having raced for Team Ireland since 2005 while Graeme Irwin is doing the race for the third time. Gary Gibson is the new

man in the team.

Laurence begins by explaining motocross politics in Ireland and that this is a big opportunity for the sport on the island as a whole. Where the sport has lagged behind south of the border, riders there are quickly catching up to the north, which has historically had a reputation for being a breeding ground for excellent motorcyclists. That it's a purely Northern team this year is coincidental – he meets his southern half regularly as part of a commission that decides budgets and strategy, and the atmosphere is constructive, so this does not matter a jot. In a few years, he >>

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Team rookie Gary Gibson finishes the MX1 heat in 27th



Martin Barr contemplates heading to the B-Final again

Graeme Irwin fighting his way to 12th in the Open class qualifier



says, there'll be plenty of fast riders from down south to choose from, considering that the top four in the 85 Big Wheel class this year are from there.

"In the north it's always been a serious business, with a large following in Northern Ireland for anything motorcycle, the south are starting to get into the British championships, practicing a lot more, pushing each other on, which is going to be the big difference," he explains. For him as the chairman of the MRA this is good news because it shows that the south, ravaged by the economic downturn, is slowly enjoying a resurgence to former glory.

On Saturday afternoon at Teutschenthal, the luck of the Irish strikes and Team Ireland find themselves headed to the B-Final on Sunday morning. The team has plenty of past experience in this race having won it four times in recent years to slip into the three main races later in the day. This has earned the team a bit of a reputation as being the team to beat on

Sunday mornings.

Laurence doesn't see it as necessarily a bad thing. "It raises the team's profile," he says. "And a lot of people cheer you on on Sunday morning, although it makes it really tough throughout the rest of the day because you've already had a race when the others are still fresh, and it's non-stop all day after the B-Final. It is nerve-racking as a manager."

Martin agrees with that, saying that while he agrees with Laurence's view that winning the B-Final puts you on the map, he would rather want to race the fastest riders on the planet in the main races without exhausting himself first. "Why don't they do the B-Final on Saturday afternoon?" he muses. "It gives you a chance for the main races on Sunday. You give it your all to win the B-Final – four times I've had to do it, won it, and because I'm in the MX2 class I've had the three motos straight on the trot with no real break in between.

"Without a doubt we'd rather win the main,

even though that'd be really hard for us to do, but trying to beat some of the fastest riders in the world, and doing well against them, will do you a lot more good. Last year at Lommel I was sixth in qualifying and 11th in my race against riders like Blake Baggett and Marvin Musquin and those guys even though there wasn't much said about that at the time."

"We've got to give the B-Final a miss and get in on the Saturday and not have the pressure on the Sunday morning" adds Graeme Irwin. "It's not only the pressure but it's also a 30 minute plus two race and when you get to the final you still have another two 35 minute races where you have to give it gas and give it your all. I feel that if we had qualified it wouldn't have been as tough and we would've have been able to show our best because we'd not done an extra race already. So next year, we need to get in on the Saturday and cut the rubbish."

The B-Final win goes to Latvia with Matiss Karro taking the honours. Team





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Canada, very much in the running until the last lap, is fourth, behind Team Ireland.

Understandably, the three are disappointed.

"We were all looking forward to the weekend," says Martin afterwards. "We were all riding well but Gary and I both crashed in our races on Saturday and Graeme nearly got us through. It was very frustrating for us because you come here to do your best, and mistakes happen. Unfortunately this year it didn't work out for us in the B-Final. Graeme and I didn't get the best of starts but we all rode strong, kept charging all the way to the end in sixth and seventh so we can't really give much more than 100 per cent. I think I was the first 250F battling with the bigger bikes."

"We've proved again that Ireland as a country have a good team," adds Graeme. "Our riders are fast and Martin and I were virtually the only

guys not being passed – so I think we didn't do so badly!"

With frustrations vented, talk turns to the track. For Martin, Teutschenthal doesn't hold many good memories. In 2011, while riding for STR KTM, he suffered from heat exhaustion on one of the hottest days of the year and had to call it a day, much to his frustration. Graeme and Gary have never raced the track before but the riders are in agreement that the track is mega and that the organisers have done a great job with it.

"I feel it was really good," explains Graeme. "It was a really good experience, I really enjoyed it. At the moment I still am learning a lot with the RMZ-450 and every time I'm out on track, I'm trying to improve. I've only raced the bike a handful of times this year, there are still things that are new, bits and pieces I'm still learning.

I was happy with my speed on the weekend."

"The track has changed quite a bit now," adds Martin. "It was in 2011 when I was here last. I prefer the new layout, there are some nice bits but it's still tight and twisty in places and it is hard to pass out there. At the end of the day it's the same for everybody, you have to get a good start here and get away. In the track layout there are places, tight twisty stuff where with the 450 you can just point and squirt, and they can pull away on you, whereas with the 250 you have to carry your speed a lot more."

And how about all those crazy fans? "I thought the atmosphere was really good this year – the spectators here are really close to the track where at Lommel it felt like spectators were close but there was that wee bit more of a barrier. In the final today the crowd was going absolutely wild, and that's a good thing to have," says Graeme.

"The crowd here is really good!" adds Martin. "It's a lot better than it was last year at Lommel but for me my first-ever Motocross des Nations in 2005 was better. The crowd then was absolutely nuts, the commentators got the whole crowd going and I think perhaps just because it was my first des Nations the whole atmosphere, the whole build-up to it and so many people there, was just absolutely brilliant."

"Another one this compares to is Budds Creek in 2007. I thought it was really good and the crowd there was really great. It's definitely a good feeling when in the B-Final in the slow and twisty bits you can hear the commentator going nuts and you can hear the crowd and stuff. When you're out there, you get all kinds of different nationalities cheering you on and it's always a good feeling to be out there and different people cheering you on and you noticing it.

"Here at Teutschenthal, the crowd got

>>



Gibson looks relaxed even though the MXdN is a major step up from his normal domestic duties



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really close to the action and they are right beside the track so you can see them hanging over the fence and the flags flying and stuff – it was a brilliant experience.”

For MXdN rookie Gary Gibson the whole experience has been an eye-opener. “There are moments where you can take in the support but basically out there you’re tunnel-visioned, keep the throttle down, but you do hear the occasional yell and it does make you try harder, give a bit of extra gas and maybe go a bit extra sideways just for the crowd. Yeah, it’s nice to have the support – we don’t really have that kind of wild atmosphere at home so it was really good.”

But how was the experience as a whole? “It’s been awesome. I’ve been overwhelmed all weekend – it’s a pity we didn’t get into main races but we’ll live to fight another day. I’m well impressed with Graeme and Martin and I’m sorry I couldn’t put in the result to pull us out, but you

know, we all rode strong and did our best for our country and that’s the main thing.”

“This is Gary’s first FIM event of this size,” interject Irwin. “I think he rode really well considering the circumstances.”

But what does the future hold and has the Motocross des Nations changed things?

“My year’s been pretty consistent,” admits Gary. “I won my second Irish championship this year and I’m on course to win the Ulster championship. To be picked for the Des Nations team has just been a dream come true. This year especially has been a big learning curve for me and this event certainly gives you a measure of where you need to be. It doesn’t feel like I’m too far away and if I spend a little more time practicing what I do I think the speed will come with it. You can’t just come out there and expect to take 10 seconds off your lap times with no practice, so maybe doing more hours on the bike



Irwin leads the team home in Sunday's B-Final



The boys get a warm welcome from the Teutschenthal fans

during the week will definitely bring it on.”

It transpires that like so many riders in the British, Irish and Ulster championships Gary is not a full-time motocross rider – he works full-time during the week.

“Coming from a full-time job, trying to become a professional motocrosser is a big step. I’m back to work the Tuesday after the event while Graeme’s back to the gym. It’s hard to squeeze your training and your bike racing into a normal week so I think I’m doing pretty well. Throughout the years I’ve changed my diet, I’ve changed my training, got to know my body and know how it works. I’m just waiting for the final step, to throw my job up in the air and having a go at going pro and see how it goes. I’m still improving and I don’t think I’ve peaked yet, so I’m comfortable.”

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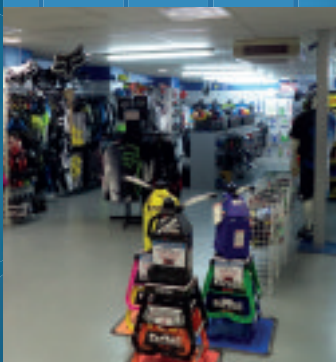
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Chubbie Hammond

HIS REAL NAME IS RYAN BUT EVERYONE KNOWS HIM AS CHUBBIE...

Interview and photo by JP O'Connell

DBR: What's your weapon of choice?

CW: "TM 125."

DBR: Why choose the two-stroke series?

CW: "Because it's where the real racing is at the end of the day!"

DBR: The two-stroke class provides some of the most exciting racing of the weekend – why do you think this is?

CW: "Because it's just straight up racing, no factory bikes here, you have to ride them hard to get them to go somewhere! None of this four-stroke stuff!"

DBR: What do you do for a day job?

CW: "I'm still at school studying."

DBR: Is the prospect of injury and time off college always at the back of your mind when you race?

CW: "No, when I'm racing I'm focussing on doing the best that I can and doing it however I can. If you have doubts about injuring yourself then you're more likely to do it."

DBR: How much time do you get to train/practice?

CW: "I train and do some sort of exercise every single day and might go out and ride on a Wednesday afternoon and ride on weekends if I can."

DBR: What sort of cost is involved in trying to ride the full two-stroke series?

CW: "Hmmm, not too sure really."

DBR: Who does the spanner work on your bike?

CW: "Steve. And if it goes majorly wrong then it goes to Mike at TM."

DBR: As a privateer which is the MX related job that you dislike doing the most?

CW: "Washing it – worst thing ever!"

DBR: If you were given £500 to spend on your bike what would it go on?

CW: "Probably a Scalvini pipe when they get around to making them."

DBR: Do you have a pimped up semi in the paddock?

CW: "Haha! I dream I do and then I wake up and realise I have the oldest Vito known to man! I can't complain though because it gets me to the tracks – if it doesn't breakdown!"

DBR: Which is your favourite UK track?

CW: "I would have to say Whitby!"

DBR: What's been your best ever result?

CW: "First place!"

DBR: What's your ultimate goal in motocross?

CW: "To go off to America and make a living out of riding."

DBR: Would you rather go to the gym or KFC (other fast fat outlets are available)?

CW: "Go to the gym and then off to McDonalds."

Everyone loves a good Maccies!"

DBR: Who is your biggest on track rival?

CW: "Whoever is in front of me, no matter who it is – you don't have friends on the track!"

DBR: If you were given the opportunity to ride a season for any team in the world who would it be and why?

CW: "TLD Lucas Oil Honda in America! Everything about them is the nuts – the kit and bikes are beautiful. Best team by far I think!"

DBR: Do you have any sponsors or anyone you'd like to thank?

CW: "Yeah I'd like to thank mum and Steve for starters because without them I wouldn't even be on a bike. Then all of my sponsors – Alias, Lucas Oil, 24MX, TM, Donjoy knee braces for all their help in the past, Extreme Works for all of last year's help and Ducksmart – and everyone else who has helped me out throughout the years."

FLYING LAP!

THE QUICKFIRE ROUND...

Rihanna or Beyonce? "Beyonce."

Night in or night out? "Night out. Deffo!"

Cairolì or Stewart? "Cairolì."

Blonde or Brunette? "Blonde!"

Red or brown (sauce)? "Brown."

Tea or Coffee? "Tea."

Ant or Dec? "Ant."



VEGAS NIGHTS!

MILLION DOLLARS? SIN CITY? SUPERCROSS BARNSTORMERS? COUNT US IN. FOR THE THIRD YEAR IN A ROW WE TRAVELLED TO NEVADA TO CHECK OUT ONE OF THE GLITZIEST RACES OF THE YEAR AND GET A HANDLE ON WHAT IT ALL MEANS...

Words by Adam Wheeler Photos by Simon Cudby

“T here was so much entertainment every race. It is a cool event”. So spoke the winner of the third

Monster Energy Cup – the world’s richest motorcycle race with a one million dollar bonus prize and a cheque with just one zero less for the winner on the night of the annual exhibition at the Sam Boyd Stadium in Las Vegas. James Stewart has become the man that everybody likes to write-off in the last few years but judging by his performance against a full gate of AMA peers (only Chad Reed and Trey Canard were absent) the 27 year old still has plenty to offer the supercross circus.

The ‘MEC’ has grown and flowered since a protracted and disorganised first edition in 2011,

where current AMA Champion Ryan Villopoto caused jaws to drop among Monster Energy bosses by actually winning all three 10 lap main events and bagging the box of cash. The hype around the event involves the money but also the track, and most who follow motocross or supercross will know about the dumbed-down layout, the Joker Lane, the open rule book, the presence of juniors and amateurs on the support card and other idiosyncrasies that mark this season-closer as something other than just ‘another’ AMA supercross meeting.

The Monster Cup has a strange atmosphere. It is undoubtedly marks the end of the 2013 campaign for the teams and riders and therefore has a levity not found in the pressure of the seventeen round AMA championship dynamic. It also has a workmanlike feeling about it with

many people talking of testing and judging their speed and progress with a view towards Anaheim 1 on January 4. The setting of Las Vegas adds to the theatricality and promoters Feld Motorsports pump up the fireworks and presentation levels while the relentless branding leaves no eye-line untarnished by that now-familiar green ‘M’.

“I feel that we are here to get our feet wet for the new season and see where we are at,” said Villopoto before the meeting. “We’ve done testing for the new season and now we need to see what we need to work on. Being as this is one-off race we are all here to learn.” Somewhat ironically considering what would happen on Saturday night the champion also said this – “Everybody’s goal is Anaheim 1 and to leave here with a nagging injury or any sort of injury



The split start is a unique – and at times controversial – feature of the Monster Energy Cup

is not going to do any of us any good."

"These guys are racers," offers Monster Energy Vice President of Sports Marketing Mitch Covington. "If there is a top event going down and their peers are there then they will want to go and race. All the teams and brands are testing and dialling in their bikes for 2014 and this is close to most of the industry and is a good place to come and have a look at not only what they have going on with their set-ups but also the competition. It keeps the juices flowing in the off-season and I think the timing is perfect for the Pro teams."

Out in the paddock themes of testing, comebacks, personal agendas and money dominate talk of motivations for contesting a thirtieth weekend of racing for most of the AMA crew.

ZACHOSBORNE: "I asked to come here because I wanted to ride the 450. It is a pretty big event and I wanted to see how I'd go. My preparation hasn't been as much as I'd hoped. I did the ISDE and then only had 10 days from the time I got back from Europe to now. I rode twice at home and then came here and did four days on the 450 and that was it. I'm just going to try and get some good starts and put it up in there for a while...see where it takes me. I wouldn't say this [the Monster Energy Cup] is a nuisance. It is a big race, there is huge press for everyone and there is a lot of money to be made. Even if you don't take the million dollars then the winner gets a hundred grand, which is pretty big! Even down to 10th place the money is quite good. As long as you don't get injured, keep it safe and real then its good."

JAKEWEIMER: "2014 – starting now – is about getting back on my feet and where I want to be. Today the goals are not really huge. I'm not coming here tonight thinking 'I want to leave here with fifth place, third place or first place'. I'm trying not to focus on stuff like that and more about what I'm doing, how I'm riding, what I'm doing in that turn, what I'm managing in that rhythm section or on that straight-away. That's more my mindset rather than 'if I don't leave here with third place tonight then I'm pissed'. There are a lot of things out of your control so I'll just look at baby steps."

OSBORNE: "The Joker Lane is cool. I think it would be good if they threw a few of these into the supercross season. The track is perhaps a bit too wide-open but a couple >>

After taking on the ISDE Zach Osborne's glad to be back in supercross action



of the features, like more than one main event, is interesting for changing things-up a bit."

ELITOMAC: "Use the Joker Lane early. I was catching up to Barcia last year and I thought 'I'm just going to take it' but I came out and almost hit Grant!"

WEIMER: "It is different because it is one night, no points. We've spent a couple of weeks testing and getting back into supercross so we have been feeling that out. There is money on the line, so we're also trying to win some dough. That whole race atmosphere part is a little bit weird because after Lake Elsinore [the final AMA National in early September] you take a bit of time off and then have to hit it hard again for this event. After this we back it down for a week before picking up again! We will be riding regardless of if we were racing here so it is not a huge deal."

In a far corner of the immaculate grassy compound is the Yoshimura Suzuki team. "I'm healthy and I had the chance to take some time

off without being injured," says James Stewart. "I've been racing motorcycles for 20 plus years and it has been good to walk around without having a cast on. We learnt more as a team and now we are here to test to a few things but I feel much more comfortable and I'm excited to get out there and race. What I like about the Cup is that the track is new and a bit more open than a regular supercross. It is a bit faster."

While some of the novelties of the Monster Cup are talked about and the Joker Lane would in fact create some sensation on Saturday with both Ryans – Dungey and then Villopoto – forgetting to use it, there are other facets of the event that have good intentions but ultimately are not taken advantage of. "I don't think we need any more horsepower!" said Villopoto about the possibilities of using the technical freedom of the MEC to experiment with different machinery. "There are a lot of rules in AMA Supercross that you have to abide by whereas there are none here. So why would you use something here that you cannot at Anaheim 1...or at all 17 rounds I should say?"

For the third year in a row there are no Grand

Prix riders present, although former FIM World Champions Ken Roczen and Marvin Musquin would both finish in the final top five. Apparently Kawasaki Racing Team's Gautier Paulin was close to travelling but finally did not commit while Tommy Searle was in Las Vegas but on holiday (and a good one too judging by some outlandish Facebook photos!).

"We'd love to have the international guys come over and compete but we also recognise that it is expensive to travel and expensive to change your bike set-up for just one race," opines Covington. "We'd like more international presence because Monster has a huge investment in the international motocross community with equal presence in the Grands Prix and other series down to amateur ranks around the world. This thing [MEC] is still in the early stages and we hope as it evolves then more international riders will be here."

"The European guys are really talented and they do things that you don't see American riders doing," said Dungey on the subject. "They stand up a lot and have a lot of strong points. I never really asked him [Tony Cairoli] directly but with



Dungey has a d'oh moment when he forgets to take the Joker Lane

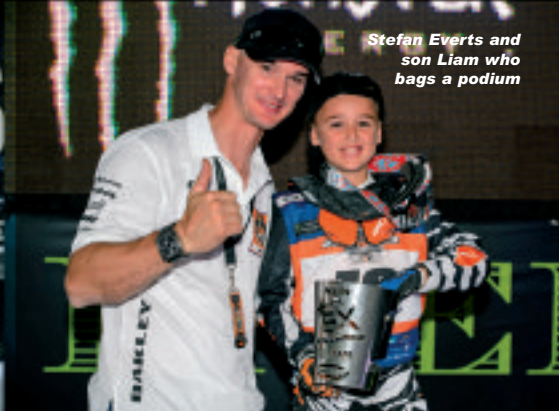


Reigning MEC champ Justin Barcia has a night to forget in Las Vegas

Jake Weimer uses the MEC to prepare for 2014



Stefan Everts and son Liam who bags a podium



anything if you come over here and get enough 'seat time'...he's a multi world champion. It is tough and it is for all of us but it would be a challenge. I'd like to see him come over."

Before the racing begins the sun-kissed air around the Sam Boyd stadium is polluted with noises of burnouts by drift cars, trophy trucks, stunt bikes, freestylers, music from the vast Monster rig and the squeal of the Monster Energy girls. "We want it to be an all-day event and hopefully all night into our after-party," explains Covington. "We want to expose the world to the Monster lifestyle in 24 hours. So a lot of planning goes into making the Monster Cup different each year."

Under a small awning freestyle legend Edgar Torronteras is nursing jet lag, a satisfied belly and just about stifling annoyance over the bike he is being forced to use (and would eventually take to second position in the Dirt Shark Best Whip competition). "I'm motivated but we're having a few problems with the bike because it's from 2007! We had to buy some pieces and get them sorted out. I'm jet lagged. We ate some hamburgers, I slept a lot last night, too much,

but still woke up tired.

"The Monster Cup is one of the most important events of the year for me as a Monster athlete. We have many freestyle championships and competitions and although this is a one-off it is worth maybe seven of any other meeting. I love the U.S. even from when I was a kid. It is a mecca for the sport. To be able to come here and train here is the best. Home is a special place of course but this is where 'it is at'."

Over at the Geico Honda team and next to Osborne, Tomac is sporting pink Alpinestars livery. The AMA 250MX Champion is wheeling out his CRF450R for the first time as he'll switch to the main class for 2014 at the age of 20. Tomac is Alpinestars' new star signing (although it would be Justin Barcia who'd allegedly be flown by private jet from Vegas to Los Angeles on Thursday for a dealer event before being transported back) and while the pink decoration would make it hard for fans to pick out the young champ on the track there was a special feeling behind the gear. "It is breast cancer awareness month. My mum was going through some treatment earlier this year and she has actually

done really well with it and is going on the up. It is great to see. So this is just me showing support for her."

17.00: The stadium is already starting to fill and looks busier than previous years. The banked Talledega turn that enters the stands means that some areas of the seating are roped-off. Apparently pre-event sales were up by 5000 compared to 2012. Signs advertising the 2014 incarnation on October 18 and the final round of the '14 AMA series – also at the Sam Boyd in May – surround the paddock.

17.30: Five people struggle to carry the actual Monster Energy Cup to the vast podium area – it's almost as big as Ryan Villopoto.

18.30: Ricky Carmichael takes a quick demo lap of his track and using a microphone in his helmet provides a tour, saying the word "fun" a lot. "These guys will be tripling here but not me I'm too old and tired," he modestly says before busting a stylish whip to complete his outing. >>



*Two-time world champ
Marvin Musquin*



*Eli Tomac's pink ensemble
is all about supporting
Breast Cancer charities*



*Win-DNF-DNS is not the
right way to go about
winning a million dollars*

18.35: Carmichael, now back on stage/podium talks about his induction to the AMA Hall of Fame that same weekend. "It is testament to all the people to supported me. I was racing since I was five and this [fans, atmosphere, cheering] is why I do it. I love giving back."

18.45: Race time and only half of the split gate has fallen for the second time, and for the second year in succession. Ryan Dungey shakes his head as he sees the red flag waved again. It is hardly ideal for live TV coverage and maybe not a positive signal for using a split gate too many times in the AMA series. There is plenty of covering bluster from the commentators but the schedule is delayed while tests are made on gate until the action finally gets underway.

WEIMER: "That's two years in a row now and twice in the first race. Everybody has to deal with it but we're all frying our clutches up and there is tons of play in it. It just throws another element in there to deal with."

OSBORNE: "It was a ball-ache. You don't know if it will drop the next time, so you are kinda 'iffy'. They showed the 30 second board and then didn't leave the full time until the gate actually did drop. It was stupid and a bit of a 'cluster'. It is a big money event so you can't have sh*t like that happen."

In the first moto Stewart crashes (recovers to 8th), Roczen gets held-up, Barcia is the first of the front group into the fifteen yard, whooped Joker Lane, Musquin is fast in fourth but it is Villopoto and Dungey that duel for the lead. Neither hit the Joker Lane until the last lap.

RYANDUNGEY: "The 10 lappers are very short. It is less than a minute lap time. It is an all-out sprint effort and there is not much room for error. I think the Joker Lane is something different. In Supercross the bikes are getting faster and the equipment is getting better. The speeds are high and you can only fit so many lanes in a stadium. I think this event is a good chance for the track builders to experiment and for us to then race on it. Switching stuff up

is something cool."

Villopoto enters the Joker Lane and the stadium gasps as Dungey doesn't. Villopoto catches up with his namesake a corner after the chequered flag. Congratulates him and the former Motocross des Nations team-mates briefly chat. Realisation dawns on the KTM racer. Inside the Press room the crowd erupts with laughter as Dungey holds his head, punches the air several times in frustration and a ripple of disbelief is audible through the crowd. It's fair to say the Red Bull KTM team will not be a pleasant place to be for a good few minutes.

MARVINMUSQUIN: "I almost forgot about that line. My mechanic put on the board 'Joker Lane Now!' on the last lap."

OSBORNE: "There are a million dollars on the line so I don't think it would be that easy to miss it [entering the Joker Lane]."

DUNGEY: "I got mentally messed up. It was the first race of year with a Joker Lane but we won't make that mistake again."



Post race and Villopoto jests that he'll remind Dungey of the rules for the second moto – another moment of irony. In between and Britain's Paul Coates takes a decent third place in the first All-star Amateur Main Event. "Being in the stadium with all the fans a lot more different and a lot of fun," he says. "I'm going pro right after this race so I'll have a whole year of this." Coates is later in a position for the overall win on his Yamaha but a crash in the rhythm section after the finish line means he takes ninth on the night.

Meanwhile the kids of the KTM Junior Supercross Challenge (riding 50SXs) take to the track and nine year old Liam Everts proves the apple hasn't fallen too far from the tree again in the prolific Belgian family as he scores his first major podium with third position. "Really...this is Liam's first major event," says proud Dad Stefan beforehand. "I have good confidence in him. He has been riding already for a few years and we are lucky in that we had the opportunity to do some supercross training in Germany. There is a little bit of stress [as a father], but not too much!" "Third place is his position here and he had

some pressure at the end but he did good – we're really happy," was the feeling afterwards.

The second moto saw the crowd revelling in some of the closest and most intense Supercross racing in recent memory. Stewart – perhaps one of the very few who could keep Villopoto accountable – would not relinquish his superb start and position as leader. They swapped places four times until the last lap when again there was drama with the Joker Lane. For all his amusement over the Dungey episode it was Villopoto who gaffed and skipped the area. There was some conjecture later in the evening if the realisation of his mistake contributed to the slip that caused his crash a corner later and ended his night. The champion went for a medical check but was apparently (and at the time of writing) unhurt.

WEIMER: "I can see how that can it happen. It seems ridiculous when you are watching. I bent-up my bike in the second one so I came back to the truck so they could get it fixed for the third race and I was following it on TV. It looks ridiculous, and you are like 'are

you serious?' but when you get into a race and whether you are focused on the heat behind you or the guy in front of you...it can happen. In the first race I completely forgot about it and my mechanic wrote on the board, so I went through it. But I can understand missing it out."

BARCIA: "It is a crazy race with a lot of mistakes. You really need the starts. The joker is pretty crazy also (Barcia would fall twice and retire from the third moto)."

STEWART: "We're out here to put on a show. I'm out there trying to race. The track is gnarly. He [Villopoto] had a chance at the million so of course I wouldn't do anything dirty."

The third and final moto sees Stewart and Roczen going for the overall. At last the protagonists both hit the fated Joker Lane but leaving it until the last possible moment pays off for Stewart while Roczen is relegated to fourth. Weimer would crash and retire while Osborne would suffer the same fate. Both had made decent starts in the second outing but



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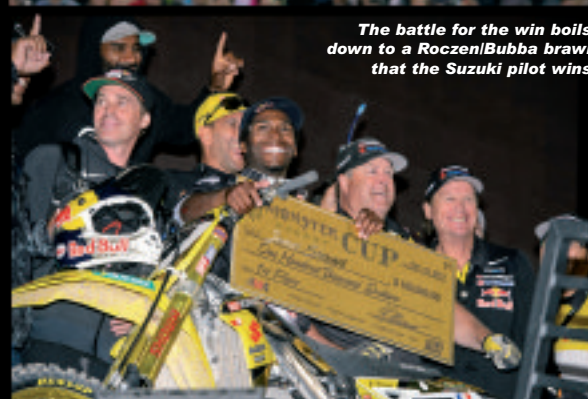
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Young Brit Paul Coates mixes things right up in the Amateur class



The battle for the win boils down to a Roczen/Bubba brawl that the Suzuki pilot wins

Weimer slid into the Honda man and took him to the floor. The Kawasaki rider was fifth in the first race.

OSBORNE: "I struggled tonight. I had a really good time in the day and qualified sixth but tonight I just had some crap race luck. In the first one someone hit me and broke my clutch lever, second one I went down with Weimer when I was fifth and the third one I went down at the start and basically bit through my tongue!"

WEIMER: "The first race was not bad. I had a decent start, fought and had a decent finish. I rode pretty well. In the second one I didn't even get much of a chance; I crashed on the first lap and there was a bunch of carnage. In the third one I don't even know where I was and it was pretty tough to do anything because everyone is going pretty fast! Then I crashed again. Obviously I only had one decent result. It is just 'carry on...'"

OSBORNE: "It wasn't blatant. He didn't t-bone me, I think he just lost the front and

skidded up into me and I ended up on top of him. It was going to be a good moto. I think I would have been top five for sure with that start. I enjoyed riding the 450."

WEIMER: "It is a tough race to do well at. The dirt is slick, the races are short and everybody is hanging it out. The split start is sketchy. The first race was good so we'll take that home."

Less than an hour after a speechless James Stewart gets through the podium ceremony the spectators have already filtered towards the blinking lights of Vegas and its casinos and nightlife. The Dirt Wurx crew are already driving diggers through the track and the whole stage begins to rapidly dismantle. The Sam Boyd is now a quiet and lonely place on the fringes of the desert. Later on Ryan Dungey, Josh Hansen, Tommy Searle, Torronteras and Dean Wilson among others would be spotted at the Senor Frogs bar next to the Treasure Island hotel and the Monster Energy wrap party. After all it is part of what the Monster Cup is about.



The almost unknown Tom Parsons takes the win in the Best Whip contest

Andy Nicholls holeshots the first moto from Arno Drechsel



VALLEY *of the* KINGS!

In the summer of 1986 Farleigh Castle hosted its solitary 250 Grand Prix and Jack Burnicle was there to capture all the action...

Words and photos by **Jack Burnicle**



Mischievous Whatley with pre-race ice cream prepares to coat team boss Mike Carter's privates!

The handsome silhouette of Farleigh Castle presides over a picturesque valley on the Wiltshire/Somerset border, deep in England's green and pleasant land, adjacent to the village of Farleigh Hungerford. And down in the narrow valley, beside a storybook babbling brook, lies a classic motocross course, most recently famed for staging five Vets' MX des Nations featuring great names of a golden past as well as spirited kids of the present day. It also welcomed back the final round of this year's Maxxis British Championship after a three-year absence and was the scene of 14 British 500cc Grands Prix which, between 1966 and 1989, spanned the eras of Jeff Smith, Paul Friedrichs and the Rickman brothers and Dave Thorpe and Eric Geboers.

But among them was slotted, in summer 1986, a solitary British 250cc GP. The seventh in the series, it started the second half of a season already being dominated by the first French superstar, Jacky 'Maximum' Vimond, on his Sonauto Yamaha. Jacky had lost the 1985 title after leading into the final round in Germany, where he nervously gave best to Austrian Heinz Kinigadner on a KTM. Close friends, they both got seriously drunk together that Sunday evening before Heinz moved on to 500s and Vimond focussed again on claiming that elusive first world MX championship for France, a country which, despite being the heartland of Continental motocross, had never been blessed with a world champion. Riders could earn a good living racing French internationals run by local organisers eager to host a grand prix. The French Federation would award world championship rounds to those proud clubs who had proved their mettle this way, hence the huge variety of magnificent tracks that used to stage their GPs in every corner of the country.

Clad in delectable pink JT gear and matching helmet, Vimond had won a grim, damp opening round at Venray, in Holland, after first moto winner Gert-Jan van Doorn crashed heavily in race two and snapped his handlebars! Jacky then did the double at Schwanenstadt in Austria, defeating Michele Rinaldi (Suzuki) and van Doorn's WP Honda before completing a hat-trick of GP victories round the majestic, swooping hillsides of Villars sous Ecot, in the foothills of the French Alps. A first-race DNF in Italy blotted his copybook and in Czechoslovakia Jem Whatley, who missed the opening rounds with a busted collarbone, burst back to form with a dashing double ahead of Rinaldi and Michele Fanton. Then Vimond was back to his imperious best in Yugoslavia, another double top meaning he'd flown 40 points clear of Rinaldi – himself Italy's first world champ two years earlier!

A perfect summer weekend welcomed us to Farleigh Castle. The starting line-up featured all the top 250GP men of the day, totalling ten grand prix winners to entertain, among the crowd, a very young Sully and his parents! The strong Scandinavian contingent included Anders Ericsson, Peter Johansson, Soren Mortensen, Jorgen Nilsson, Kurt Ljungqvist and the flamboyant Peter Hansson, who lay fourth in the table on a Husqvarna. Van Doorn and Jo Martens represented the Low Countries, Rinaldi and Fanton Italy and Tyrolean Arno Drechsel Germany. A hearty home challenge was led by 250GP full-timers Whatley and Honda Britain duo Dave Watson and Mark Banks, who were joined by Mitsui Yamaha's Apico-clad Andy Nicholls, current leader of both 125 and 250 national championships.

The holeshot was always invaluable into a sharp 180 degree left-hand hairpin and it was grabbed by Nicholls, who just edged out van Doorn, Watson and Vimond. 'Maximum' Jacky squeezed by on the second lap but Nicholls displayed the pace and cool that had hoisted him to the national forefront and tagged the champion elect throughout the 40-minute plus two lap moto.



Next time he went he was armed with his mum's Kodak Brownie camera.

After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism.

Now he's a commentator, painting pictures with words. He never did get a proper job...

Jack Burnicle is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked.

DESCRIPTION SIGNALEMENT

Beater	Titulaire	*Wife	Femme
Occupation	GRAPHIC DESIGNER		
Profession			
Place of birth	BILLINGHAM		
Liens de naissance			
Date of birth	9/3/47		
Date de naissance			
Country of Residence	ENGLAND		
Pays de Residence			
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Jem Whatley's Cagiva holoshots the second moto from Kurt Lungqvist and Mark Banks



Winner Jacky Vimond flanked by runner-up Jem Whatley (right) and third-placed Anders Ericsson

By two-thirds distance the smart Frenchman had eased five seconds clear but Andy pulled back to within a couple of seconds, keeping an excited crowd on their toes. From outside the top 10 Jem Whatley wound his way through to fifth place behind supercross stylist Ericsson (Yamaha) and fellow Swede Nilsson, on a Honda.

"When I came here I was fairly confident of doing well," claimed a cocky Whatley. "I was going fast, but I couldn't get past anyone!" He did get the better of Watson, struggling with a shoulder injured in France, and Banks. The latter crashed twice and eventually, on the last lap, a jumped drive chain smashed the Honda's crankcase and gearbox. 'Burgerman' never was easy on machinery!

Vimond's nearest title rivals struggled with the fickle lumps and bumps of Farleigh Castle, both Rinaldi and van Doorn finishing outside the top 10. The Dutchman, having enjoyed an ice lolly between motos, improved to fifth in race two, but poor Michele could only manage a ragged 12th. Up front Whatley pounced while Vimond was properly stuffed in the first turn and ended lap

one in 10th place. The Frenchman fought back, elbow to elbow with Banks before bursting through into second after five laps, leaving an impressive Mark to stave off van Doorn. 'Banker' survived a huge moment on the big downhill but 'GJ', pushing equally hard, fell on the penultimate lap.

Up front the crowd enjoyed Whatley controlling the race aboard his exquisite Cagiva – a comfortable 10 seconds clear of Vimond. "I think eventually better for the championship to take a safe second," smiled Jacky. Jeremy was surprised. "Very surprised," he admitted. "I thought it would be closer. I expected him to come back at me, but I got a good start and only made about three mistakes all race." The jubilant crowd loved Jem's one-handed leap over the hilltop on his final triumphant lap. Third place went to Finn Kurt Ljungqvist (Yamaha) but it was team-mate Anders Ericsson, sixth in race two, who nailed third overall. Watson fought all day to manage fourth, despite a collision with an errant spectator, the impact wrenching his hand off the Honda's handlebars.

'Maximum' Vimond basked in another

victorious podium celebration while Whatley, clad in the height of stylish Italian stripes, had moved past Watson and 'Fantomas' up to fifth place in the championship table. But Nicholls had properly messed up race two by forgetting to turn on his petrol tap! "The bike stopped and I went over the bars," lamented the bushy-haired Berkshire man. "I was dejected losing 13 places, but it was good exercise coming back from 18th. It's the first time that's happened to me and it happens in a GP when I'm looking at a rostrum!" The unscheduled extra practice must have worked because Andy entered the next round at a dusty Angreau, in Belgium, holoshot both motos and won them to record the only grand prix success of his career!

Farleigh's love affair with 250GPs only lasted that one season. The 500s would return twice more before the fabulous Wiltshire valley fell out of international favour for a couple of dormant decades. It's good to have a slice of British MX history return to frontline action, tempt Jacky Vimond back for a taste of the Vets' des Nations and see Whatley's son Kristian clinch the British MX1 title at venue where his old man excelled!



Whatley skips his Cagiva to victory in the second race

Jacky Vimond enjoys those lethal adverse cambers of Farleigh Castle



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Not much looks better than a well turned out machine to us dirt bike addicts and for many of us we try on a weekly basis to prep our bikes so they look similar to those of the factory stars. But we can't all have new tyres, a new pipe, new graphics and just about new everything for each outing. But the truth is that those factory bikes do not go to each event with new just about everything and I can tell you that as a former team honcho it was part of my job to make the bikes look new even though they were definitely used.

One part that always stands out is the pipe. Not so many factory bikes use plated pipes and although the titanium generation has caught on many still run steel pipes and keep them looking new. With Weston-super-Mare's sand blasting event coming up one area that will suffer the aggressive saltwater issues is the pipe – particularly if you run a bare steel one.

Here is one trick I used to do frequently to keep our bikes looking like new. You will need Rust Remover, Scotch Pads, a hose pipe and some protective gloves...

PIPE CLEANER!

GET YOUR TWO-SMOKER ZOOSTER PIPE PREPPED N' PIMPED WITH OUR HOW-TO PREP N' PIMP YOUR ZOOSTER PIPE MASTER CLASS...

Words and photos by ROB BAYMAN



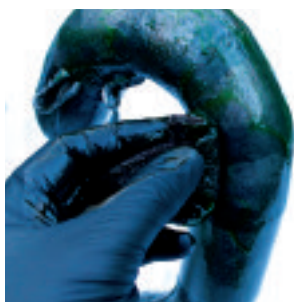
01 Not a job to be half done, the pipe needs taking off the bike so you can access all areas – even the bits that are out of sight.



02 This job is all about a combination of aggressive chemicals and elbow grease so get some gloves on – preferably nitrile as the chemicals will attack latex.



03 Cut a piece of scotch pad to a useful size and daub the chemical all over the pipe. A thickness of 1.5mm is recommended to allow the chemical to penetrate the rust.



04 After the chemical has had time to eat in the rust, scrub with the scotch pad starting with the areas least affected as these will not require as much work and keep the Scotch Pad sharp.



05 Any area where the chemical seems to get dirty, wipe the dirty mess clear and add some fresh chemical, the rust dilutes the action.



06 Once satisfied that the rust is removed rinse the dirty chemicals off with a hosepipe, taking care where the chemical goes as it will eat into a lawn in seconds.



07 Dry the water from the pipe with an absorbent paper towel, the steel will appear to rust again quickly and needs to be dried as soon as possible.



08 Give a good coating of any water displacing spray – WD40 or whatever you have – all over the pipe. Don't be sparing as a couple of pounds for WD40 is nothing in comparison to how it's gonna look.



09 After disposing of any rags, paper towels, gloves and Scotch Pads in the bin you are done! The finished pipe will look amazing and can be fitted immediately...

RACE FUEL!

HOW WATCHING WHAT YOU EAT CAN MAKE ALL THE DIFFERENCE...

Words by Ed Bradley photo by Suttty

Practising loads and training your ass off is fine for improving your racing performance but here's something to consider – your body is like your bike. Pretty much every racer I know invests a lot of time and money in their bike with high-performance parts so they've got a missile between their legs. To keep it running sweet and to get the best out of it they only use fresh petrol and lubricate it with the best oils, changing them regularly.

And it should be the same with your body. You go to the gym, take on training programs and hit the tracks for moto time so after spending all your effort on making your body great shouldn't you only be putting the best fresh food inside? And yet most people don't even think twice about what they are sticking in their cake hole after bashing out the motos and then wonder why they are stiff as Dodo the following day! So let's take a look at nutrition and consider something you may not have thought of before...

Farmers have been using the land to grown grains, vegetables and fruits since Adam was a lad and over the centuries, as the world population grows and the farming land shrinks, the land is becoming over used. That means it's losing its richness and abundance of minerals which the crops use to grow, become nutritious and provide their benefit to us as humans. And as the crops from generations past have sucked up all the nutrients out of the ground, there are far less nutrients left to be sucked up today leaving us with healthy food that could be better.

For Joe Bloggs this is fine and eating a healthy diet is all well and good, however, as the motorsport superstar athlete that you are, where pushing your body to the limit is a regular occurrence then it is time to consider the fact that if vegetables and grains could be better in

providing you with nutrients, then what goodness are you going to find in a synthetic microwave meal or your convenient fast food outlet?

Our generation is speeding up and getting lazy at the same time. Society says that to be successful you need to be here there and everywhere in a short space of time and cram a million things in a day every day and because technology is allowing us to do these things quicker its becoming easier to be lazy by saying 'oh, I'll just grab a KFC for lunch' or 'a bar of chocolate to get me by'. Perhaps we can call it the 'quick fix generation'.

My coach used to say that all I need to do was have a balanced diet. My interpretation of that was 'great so it's ok to eat McDonalds, chocolate and fizzy pop so long as I eat my microwave lasagne, chips – which are potatoes – and a Sunday roast because I'm having a balanced diet – I'm good to go!' Of course with the training we were doing there was no way I could sustain this kind of eating!

Regularly eating, well cooked, fresh food is the way to go and it is a great habit to create. Stop snacking on crisps, chocolate and drinking pop, take time to prepare and create meals and let it be a lifestyle – it's just the way it is!

Then you can work with a nutritionist, like we have at Blizard Physiotherapy to figure out what extra vitamins and minerals you need to support your body when training and on race days. When you push your you produce waste products and free radicals that like to make you ache like mad the following day.

You can make your own smoothies to combat these with super-berries such as Blueberries that are high in anti-oxidants and will help remove the free radicals and allow you to get on with your next training session or just to

be able to get out of bed on a Monday morning to go to work! You could also use sports nutrition products that are specifically designed to do such a job.

I was asked to test RynoPower sports supplements leading up to the Vets British Championship at Hawkstone which I welcomed as there was a whey protein shake that I was sure would be helpful for riding round a gnarly sand track. Using the protein drink means that I am going to get all the proteins, vitamins and minerals that I need for racing and it is going to aid my recovery by helping my muscles recuperate. It also means that I won't need to snack during the day so I won't be wasting a great deal of energy by digesting food.

I also used Electrolytes to make sure I was replenished and hydrated for the following motos. Usually after a hard day training or riding I feel okay the following day, perhaps tiered, however, as a rule very little aching and I put that down to already eating well and using supplements.

Ryno Power also provided bottled Motivation and a couple of other products that stimulate your nervous system, which you can get from drinking popular stimulant drinks or having a coffee. Personally I like to keep away from stimulants, however, if you are a part of the 'quick fix generation' and you want a boost, then these have their place for you.

Just remember that you are only treating the effect at this point and if you wanted to make the most out of your performance, then go and see a nutritionist, eat healthy and discover what supplements are suitable for what your body wants so that you can function at your best, continually, rather than for just one moto.



Athletes like Nev Bradshaw know the importance of eating the right stuff



WET N' DRY!

ROB GETS ON THE SUBJECT OF SUMPS
AND WHAT'LL WORK BEST FOR HIS
BUILD-A-BIKE PROJECT...

Words and photos by Robin Bayman

Well that's it. We are 'up and away', with various parts and numerous people. In fact, as many arrangements as possible are in place to allow us to hit the target and have the DBR500F functioning as a race bike, competing regularly, by this time next year.

For the professional bike builder, who can spend hours working on a project each day, the time-frame is ridiculous. It could be greatly reduced but the equation is really simple – it isn't the weeks or months it takes but the man-hours. Being unable to spend days in succession on the task spreads the process out. And then there's the leveraging of time against costs and, other than my sponsors, it's just me poking about leisurely in my workshop. That is, unless you count the occasional visit from 'she who must be obeyed' bringing cups of tea and pretending to be interested, which is okay because baking cakes doesn't float my boat and I show interest in that in the pursuit of matrimonial harmony. The unwritten 'deal' works – I enjoy eating the cakes and she lets me go to Cefn Parc to practise every other Saturday, while she makes even more or catches up on the soaps.

Last month we introduced Rod Spry, who was examining the crank cases in preparation for working on his own particular specialism – converting the standard dry-sump motor into a lightweight, wet-sump motor. Confused? There's no real need to be. It's not a new concept – it's just aligning old stock with 21st century methods and systems. The standard bulbous XT500 oil-capacity is two litres, with most of the oil held in the frame, which acts as an oil tank. This is a system which Yamaha revived for their 400 and 426Fs. Many hybrids use a cumbersome, space-taking, separate tank which has inherent positioning problems, usually solved by sitting the oil tank where a conventional airbox would fit – neatly between the rear wheel and the carb.

Many who follow the XT route add a K&N or Pipercross-style cartridge filter, which is often non-washable and sometimes fully exposed to the elements. Without doubt they work, but do not create a 'Eureka!' solution. They also have a tendency to vibrate or ping off and get destroyed by other track traffic and sometimes they even allow the carb to suck airborne crap, water, insects – and, worst of all, dust – into the motor. As it is unprotected, it sucks furiously at anything within its air space and dust is the principal reason behind so many premature re-bores.

Years ago, when I first started playing on dynos, measuring and identifying the effects of changes – whether minor or major – it was considered the norm to fit a CR250 carb and airbox to a CR125. It was only when we found a loss of power from the larger 250 airbox that we decided the ram effect of an airbox influenced the power delivery and, whilst the bigger carb alone with the original 125 airbox added grunt, the full 250 set-up added no benefit over stock. I can only assume that the four-stroke will be similar and may take advice from our experts who experimented with them. In fact, it was also Rod Spry who told me that such a unit is in existence.

Our primary objective is to create an unrestrictive air flow and a vortex to agitate the fuel mix into a more volatile gas, although the

secondary objective will just be to filter the air! Aberg's prototype Yamathing had a similar filter arrangement to the early Husky, with a cylindrical canister between the right-hand side shock absorber and the rear-frame upright. I have learnt already that an early YZ400 air boot has a 90 degree sweep and is already a consideration. Although the Yamaha HL had a fit-for-purpose enclosure, it only hid a sponge filter, secured to the carb via a hose clamp, and who am I to challenge people with more knowledge and greater resource? Anyway, the lack of an oil tank gives us options to look at later, once we hit the chassis topics.

Back in the pre-conversion motor, the dry-sump runs two oil pumps side by side. While considered a 'single' pump, it is made up of two separate components – one is the pressure pump and the other is the scavenger pump. Is it me, or does that not equal two pumps? However, I accept that the general term is just 'the oil pump' and it is all run from one drive-gear and central shaft. The pumps are called 'positive displacement pumps' which, to put it in layman's terms, means that a pocket of oil is collected from one port and moved to another, perpetually refreshed with each lobe from the pump, as long as either pump has a feed. It is the job of the scavenger pump to continually lift the gathering oil from the sump, via an internal gallery which is open in the sump-plate area. It works by having an open port in the base of an integral tube, built into the crank casings and protected by a mesh strainer, which hopefully removes anything large enough to damage the pump before lifting the oil back to the tank.

A 'T' in the tank-feed supplies the clutch and transmission for general lubrication, before also dropping to the sump-plate. The feed pump is where the oil pressure is generated and this is essential if you want to keep your bike running for longer than five minutes, in order to avoid melting the top-end into solid clumps of metal.

The engine's oil, once pressured, has the filter and valve as its first defence mechanisms, which hopefully clear micro-contaminates from the pressured oil as it then pumps externally up to the cams and internally, through galleries carved into the casings, to feed the big end from the crank.

Our image shows white grease which replicates how oil enters the end of the crank. The internal galleries in the crank allow oil to ooze from the big end. Any wearing here will cause reduced oil pressure and starve the cams of oil. Once passed through both cam and crank systems, the oil cascades back down to the sump, lubricating parts it comes into contact with, such as the timing chain or cam-bearings. A combination of splashing and flings puts the oil over other moving parts on its way down to the gearbox, to then pass through the strainer and re-circulate perpetually.

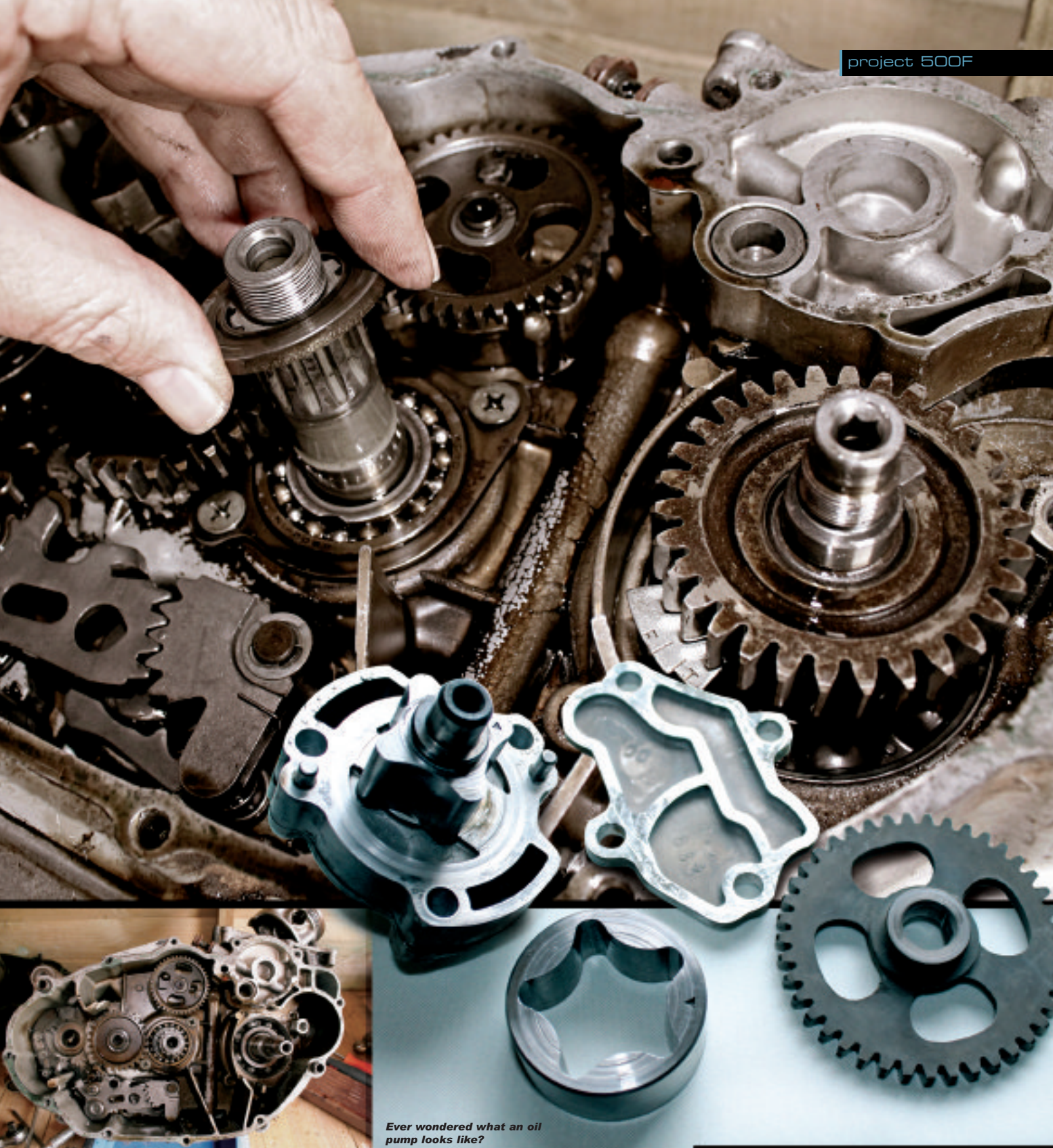
Unlike modern four-bangers, there is no set oil level in a dry-sump as, the moment the bike runs, the scavenger line immediately sucks oil to the collection tank. This will be the main difference with our motor: we will have an oil level and remain aware it is a sensitive issue, as the incorrect level or grade of oil can have dire consequences.

Fortunately, Rod's wet-sump modifications are well and truly tested, modified mainly with



internal machining and external feed points, neatly capped off. Unlike the normal external feed to the cam we will use twin feeds from the pump, directly to the cams' end-caps to give increased lubrication. The XT motor has end-caps in the right place to simplify this modification, by adding two external banjo bolts to the rocker-shaft end-caps and blank off the regular, single-entry point. The internal galleries, other than capping the pre-made entry point, can be left alone as they will simply fill with oil which will drain out and re-fill, as the motor stops and starts, without affecting anything.

The system used on modern four strokes only varies slightly from the primitive version, although the Japanese headed progress to eliminate the need for external pipes, creating internal



Ever wondered what an oil pump looks like?

galleries. Our recent KX250F RPM project showed this extensively, where the galleries are so hidden and protected they could easily go unnoticed. Once the oil has lubricated the top end and oozed from the cam axles, it can cascade in the cam-housing and fall down to the sump, ready for filtering and pumping back up. A second, pressured supply of pumped oil makes it route from the pump into internal canals in the outer clutch-casing, to enter the crank and lubricate the big end from within the hollow section web. Once through the system, the oil simply falls into the crank-casing and literally swashes its way through the bottom end and gearbox, before being collected, filtered and repeating its own routes. The significant difference in running maintenance is that we

have less oil and precise levels are critical.

Our old engine shows signs of wear. The cam-followers – or tappets – are clearly worn, as are the cam-lobes, which suggests prolonged service intervals which have allowed the oil to degrade rather than starvation. Modern, fully synthetic Maxima oils will make a significant difference as service intervals extend, as these hold their molecular consistency for longer, although supermarket-brand multigrade fans will notice flawed clutch action, as too many anti-stiction additives are not suited to wet clutches. Top tip – buy a motorcycle oil which specifies 'suited to wet clutches'.

So, after all that, what was the main modification to the DBR500F oil system? Well, we just passed it to Rod Spry!



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EVERYTHING YOU NEED TO KNOW AHEAD OF THE
FIM SUPERENDURO WORLD CHAMPIONSHIP OPENER
IN LIVERPOOL ON NOVEMBER 17

Words and photos by Future 7 Media

Liverpool's Echo Arena is calling as the opening round of the 2014 FIM SuperEnduro World Championship is set to take place in Liverpool. With the world's best indoor enduro racers set to go head-to-head on British soil for the first time in five years, being inside Liverpool's Echo Arena on Sunday, November 17 is something no dirt bike fan is going to want to miss.

Will we see a British winner? We're counting on it. David Knight and Jonny Walker are the riders most capable of beating defending champion Taddy Blazusiak and both are more than ready for the task in hand.

Now paired up with Sherco, Knight has been longing for the SuperEnduro opener for months. After making a solid return to the series in 2013 he's ready to bring the fight to his long time rival.

Jonny Walker's keen to get going too. He's had two productive SuperEnduro seasons and ended each inside the championship top three. But for 2014 he wants to move forward. He's served his time as an apprentice to Knight and Blazusiak and it's now his time to shine. In 2014 he's going all out to win and Liverpool is as good of a place as any to get that winning streak started.

On the day there's also a whole host of racing to keep everyone thoroughly entertained. Three finals for the SuperEnduro guys and two finals each for the SuperEnduro Junior riders and Women's classes where British hopefuls Jack Rowland (Husqvarna), Steve Holcombe (KTM) and Jane Daniels (Husaberg) and a few other locals will all be looking for a top result.

A first for Liverpool will also be SuperEnduro cycle racing. On the same course as the moto guys some of the best names in the business will be pedalling hard for glory. And if that's not enough, Jamie Squibb and his FMX buddies will be hitting the ramps and putting on three incredible aerial shows.

The Echo Arena is the place to be on Sunday November 17. For more details check out www.superenduro.tel



Jonny Walker wants to win
real bad on home soil



JONNY WALKER

"I WANT TO WIN RACES IN LIVERPOOL..."

Slightly overshadowed by Blazusiak and Knight during the 2013 season, Jonny Walker will be on the attack in Liverpool and wants to better his third place result in last year's series.

Switching things up, the Keswick charger is favouring a 250F for the 2014 season instead of his usual KTM 300 EXC. With all of his rivals on four-bangers, the move is sure to help Walker level the playing field. Armed with everything he needs to succeed and living just two hours up the road from the Echo Arena, Walker is pumped for his first taste of a home GP.

"I can't wait for the start gate to drop in the Echo Arena," tells Walker. "It's pretty rare for a world championship enduro to come to Britain let alone have the opening round of the series two hours from your home."

"Last year was a bit mixed for me. I won some races but made mistakes in others and that cost me a decent shot at beating David for the runner-up result. But as disappointed as I was to miss out on finishing second I learned a lot about my racing. I'm more relaxed during a race, which is really hard to do in SuperEnduro, but switching to the four-stroke has been a big help. I want to win some races in Liverpool and be on the podium at the end of the night."

IVAN CERVANTES

"I KNOW I CAN BE COMPETITIVE..."

It's been a couple of seasons since Ivan Cervantes last committed to the entire SuperEnduro World Championship but the Spaniard is back for the 2014 season and is raring to go.

Fresh off the back of a solid EWC season with KTM, Cervantes has returned to his form of old. He's got a spring in his step again and is looking forward to the indoor season. A firm favourite of the championship, Cervantes won the title back in 2009. Since then Blazusiak has pretty much had things all his own way. But if the Spaniard can find his form of old indoors, anything is possible for Cervantes at the Echo Arena.

"I'm a big fan of SuperEnduro – I always have been," explains Cervantes. "I'm looking forward to returning to the championship again this year as I've missed it. It's exciting to sit on the start line for the race and see a stadium full of people shouting and cheering for you. This year I'm back with KTM and on a bike I love to ride – I know I can get some good results."



DAVID KNIGHT

"I'VE BEEN BUSTING MY ASS TO BE READY..."

Out to stop Blazusiak grabbing the headlines in Liverpool is David Knight. The SuperEnduro World Championship is the Manxman's #1 priority since stepping away from the Enduro World Championship.

On a self-funded, privateer effort, Knight gave archival Blazusiak a serious run for his money in the 2013 series. He even grabbed a couple of race wins along the way. But this year he's back on a factory team – having recently signed with Sherco – and winning is the only thing on his mind.

Knight knows that the opportunity of a world championship race so close to his own doorstep doesn't come around to often and it's one he's not going to waste. "I've been preparing from this championship since the middle of the summer," admits Knight.

"I know exactly what it is I need to do to win and I've been busting my ass to be ready. Liverpool is about as close to home as I'll ever get for a round of a world championship so I'm fired up to succeed. Of course riders like Blazusiak, Walker and Cervantes will be tough to beat but I'm not going there to play second best to those guys. I want to win and if I can do that it will be a massive confidence booster for the rest of the season."

TADDY BLAZUSIAK

"I'M RIDING AS GOOD AS I EVER HAVE..."

As the defending champion and best EnduroCross rider on the scene, KTM's Taddy Blazusiak enters Liverpool as the rider to beat. Focused solely on Endurocross and Superenduro, Blazusiak begins his SuperEnduro title defence – and run for a fifth straight title – before the his AMA EnduroCross campaign has drawn to a close.

With a full season of racing already under his belt, the Polish rider is completely dialled into Endurocross. And that's something he'll be hoping to use to his advantage inside the Echo Arena as he aims to get his title defence off to a perfect winning start.

"Racing on both sides of the Atlantic gets a bit crazy but I think it's going to help me in Liverpool," tells Blazusiak. "I'm totally focused on my racing and coming off the back of a couple of races in the US will give me an edge at round one of the SuperEnduro series."

"I feel ready. I feel great on my bike and my riding is as good as it has ever been. Last year I won the opening round of the series and I'm going to give it 100 per cent to do it again this year."

Will Taddy be the daddy?



MAKING A WEEKEND OF IT

FIVE THINGS TO DO IN LIVERPOOL...

Never been to Liverpool before? Not too sure what a weekend in Liverpool would be like? Why not use the SuperEnduro event to find out. With the racing taking place on Sunday, head to the 2008 European Capital of Culture early on Saturday and do some of these...

MUSEUM OF LIVERPOOL

Situated on Liverpool's iconic waterfront the very modern Museum of Liverpool features a tonne of stuff to see and do, as well as a Beatles exhibition. Built in 2007 a trip will teach you all you need to know about Liverpool...

THE BEATLES STORY

The award winning Beatles Story is a unique visitor attraction that will transport you on an exciting and atmospheric journey into the life, times, culture and music of the Beatles. Find out more about how four, young lads from Liverpool were propelled to the dizzy heights of worldwide fame...

MATHEW STREET

Situated in the Cavern Quarter at the heart of the city, Liverpool's most famous street not only houses the Cavern Club but numerous references and connections to the 'four lads who shook the world' and Liverpool's long musical heritage. There's shopping, bars and pubs...

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THE OTHERS

SOME DIFFERENT DUDES TO WATCH OUT FOR...

So who else do you need to keep an eye out for in Liverpool? In the SuperEnduro class, Spain's Alfredo Gomez (Husqvarna) is certainly in with a shout of finishing on the podium.

Fourth overall in the 2013 series, Gomez went on to take a Silver Medal in Enduro X at X Games Munich so he's definitely one to watch. Joining him are Husqvarna teammates Joakim Ljunggren and Mathias Bellino.

After two top three results in 2011 and 2012, it's fair to say that Ljunggren had a shocker of a year in 2013. The Swede loves racing SuperEnduro so he'll be determined to get things back on track in Liverpool. Frenchman Bellino is an unknown entity when it comes to SuperEnduro as the Echo Arena will mark his debut ride.

But the Husqvarna rider is well known for his wild, fiery, no-holds-barred riding and with that attitude he's going to be exciting to watch. FMX, MXGP and now SuperEnduro, Hungarian Kornel Nemeth is a dab hand on a dirt bike.

Returning to the SuperEnduro championship for the second time, Nemeth will be keen to build on debut result of fifth overall in 2013. And with Brits like Paul Bolton (KTM) and trials ace James Dabill (Beta) also in the mix the action will be hot and heavy.



JANEDANIELS

"I CAN'T WAIT TO RACE IN LIVERPOOL..."

Fast becoming one of the world's best female enduro riders, Wigan lass Jane Daniels will be a rider to watch in the Women's class. Yes, she'll be up against Laia Sanz – a rider that's decorated with more world championship medals than just about anyone – but Daniels' isn't afraid of the challenge.

Although only having previously raced SuperEnduro once, she still claimed the runner-up result to Sanz. Since then she's improved one a hell of a lot as a rider. Injured prior to the start of her EWC season, she spent the first couple of rounds gaining her confidence back. And at the final round of the season, she finally showed what she is truly capable of by winning both days. Ending her year on an absolute high, the Husaberg rider is looking forward to bringing that momentum indoors and battling for the top step of the podium.

"I can't wait to race in Liverpool," comments Daniels. "I had a small taste of it in France back in March and loved it. Racing indoors with the crowd and chaos was cool. Riding wise I feel I'm in a better place than at the beginning of the year and I'll be pushing hard for a podium result."



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Danny McCanney will be making a special one-off SuperEnduro appearance in Liverpool's Echo Arena



WILDCARDS!

MCCANNEY AND SAGAR SET TO MIX IT UP

Wildcard entries Danny McCanney (Gas Gas) and Tom Sagar (KTM) will be a welcome addition to the regular SuperEnduro line up in Liverpool and are sure to ruffle some feathers.

As the current SuperEnduro Junior World Champion, McCanney moves up to the 'senior' class in Liverpool – for what will likely be a one-off SuperEnduro appearance. Despite 2013 being a learning year for the rookie, he ended it as a world champion. And now wants to show what he's capable of when up against the big boys!

"It won't be easy lining up alongside Blazusiak, Knight and the rest but I'm determined to give it my best shot – a top five is certainly possible," confirms the Manxman.

Tom Sagar joins McCanney on the night as the other wildcard hopeful. When it comes to racing indoors, Sagar's no slouch. He's got the speed and technical ability to match the world's best and is eager to make a good impression. A good start should see the KTM rider right in the thick of things.

GETTING TO THE ECHO ARENA...

BY CAR

From the North take the M6 to junction 26 and follow sign for the M58 Liverpool. Follow to the end of the M58 and begin following signs for A59 Liverpool. Continue along the A59 City Centre before picking up signs for the Albert Dock. Proceed along the road keeping Albert Dock on your right until you see signs directing you to the multi-storey Liverpool Waterfront car park.

From the South – take the M6 to junction 21a before picking up the M62 to Liverpool. Follow signs for City Centre until you see signs for the Albert Dock. Carry on keeping the Albert Dock on your right and look out for signs directing you to the multi-storey Liverpool Waterfront car park. For Sat Nav use the postcode **L3 4BX**.

BY TRAIN

Virgin Trains operates an hourly, direct service from London Euston to Liverpool Lime Street (with a journey time of just over two hours). Other long-distance rail services also operate into Liverpool Lime Street station. So no matter where you're based you can get to Liverpool by train hassle free.

BY AIR

Fly into Liverpool John Lennon Airport. A taxi from the airport to the city centre will take approximately 20 minutes or the express bus service Route 500 will take approximately 25 minutes, dropping you off within a five minute walk of Liverpool. Manchester Airport is approximately 37 miles (60km) from the venue and takes around 45 – 60 minutes to reach by road.

TICKET INFO

BUY NOW BEFORE IT'S TOO LATE...

Tickets for the SuperEnduro Grand Prix Race Day are already on sale on the Echo Arena's website - www.echoarena.com. Prices (plus booking fees) start at £20 per adult or £10 per child under 14. Family tickets are available for groups of four. So log on, get your ticket and don't miss out on any of the action. Doors open at 2pm.



Tom Sagar at Sheffield way back in 2009

REMEMBER, REMEMBER...

REVISITING SHEFFIELD'S 2009 IEWC OPENER

Back in the day it was known as the Indoor Enduro World Championship. And in 2009 the series opener was held in Sheffield. For many it was a first glimpse of the chaotically crazy racing we've come to love but the Brit that ended up on the podium wasn't the one most were expecting!

In what was a great night for Graham Jarvis – and a totally sh*t one for David Knight – the Sherco mounted rider upheld British honour and stood alongside now arch rivals Mike Brown and Taddy Blazusiak on the podium.

With David Knight forced to withdraw after a fourth place in the first race due to breathing difficulties, and Dougie Lampkin generally feeling under the weather the whole night, Grimbo ended up as the best placed Brit. Securing third Jarvis raced alongside countrymen Tom Sagar, Gordon Crookard and Paul Edmondson in the finals.

But the night belonged to Taddy Blazusiak. Sweeping three wins from three starts the then bleach-blond two-stroke racer delivered a highly impressive performance. "I remember the night well, recalls Taddy. "Brownny was as fast as he is now at starting so I had to get past him before I could do anything. The track was really technical, but great fun. There were rocks everywhere and quite a lot of mud."

WHO SAID WHAT ABOUT THE GT CUP?

CLINTON PUTNAM - GT CUP BUSINESS PARTNER

"When I sat down with Claudio at the end of the 2012 season, to discuss the important matters for the next series, we settled on a few key issues that will be paramount to our thinking as we take the GT Cup brand forward. Firstly, the GT Cup is a non-profit making organisation – any profits are ploughed back into making the next series better than the last.

"We are primarily a youth development series – it's all about taking youth forward. Having said this, we definitely do want to run an under-23 clubman division in 2014. We feel there is a real lack of opportunity for the 18-23 age range. We are always looking at possible new ideas, both in Europe and America, and we have already set up a link with the Texas Training Facility. It could well be that TTF will feature in next season's prize structure. Another key element in our thinking is track preparation and we always endeavour to race on the best prepared circuits that our finances allow."

PAUL HARDY - SERIES COMMENTATOR

"This is my second year doing the GT Cup. I see a lot that goes on behind the scenes and I'm still constantly amazed at how much hard work Claudio and his small team put into making it all work. They definitely don't get the full credit they deserve. Claudio obviously really connects with the kids and makes it very special for them. I'm not sure if it's this connection that makes the vital difference - all I do know is there is something very special here and, whatever it is, a lot of other organisations could do with a bit of it."

JIM DAVIES - ELDER STATESMAN AND GT CUP TWO-STROKE WINNER

"I absolutely get this competition. Claudio has done so well, pushing forward a quality two-stroke

championship. The up-and-coming kids have been brilliant and it's been great crossing swords with them. This series doesn't have the pressure of the Red Bull championship but, quite honestly, I have felt the racing has been just as good at times. For me, the series represents a perfect stepping-stone for those who eventually want to compete in a harder series, or for those who want to race in a more relaxed atmosphere. This has definitely been my favourite gig this year and, if I'm fit enough to be racing in 2014, this one will be my top pick."

MIKE BREW - CLERK OF THE COURSE

"For me the series succeeds for a number of reasons and at different levels. Overall though, it has the 'family feel' to it. You don't get the impression it's all about top riders but, more importantly, about kids and families. All the little extras such as holeshot prizes obviously help, the tracks have all been good and the organisers are always bringing in extra off-track attractions to keep the kids entertained."

LINDA CUDDY - CHRISTOPHER MILLS' MUM

"The GT Cup was fantastic! I loved every minute of it – it is so much friendlier for kids than the other series that are running currently. A big well done!"

DAVID GRIMSHAW - TOM GRIMSHAW'S OLD MAN

"We only really entered the opening round at Mildenhall for a bit of speed testing – it was early in the year and handy for Tom, as it was weeks before the other series were due to kick off. Claudio persuaded me to do the whole series and I'm so glad he did. The chase between Tom and Chris for the title was a classic. When we started I didn't really know Claudio at all. Over the months I have got to know him and he's a great bloke!"

Seb Osbourne ended the year as the MX2 champion





Eddie Jay Wade leads the charge of the 65cc brigade

GOLDEN TIMES!

THERE'S NO DENYING THAT THE GT CUP IS ON THE UP AND UP BUT WHAT MAKES THIS CHAMPIONSHIP TICK?

Words and photos by Mike Gurney

At the higher levels, where the potential for grief is plainly a hell of a lot greater, the MX promotions game is a particularly complex one. Trickier than juggling jelly some reckon – at times it can be a right pain in the arse! It's full of silly politics and there's always the matter of financial risk to consider. Headache, heartache, bellyache – in fact, every kind of ache and stress imaginable – is on offer if you want it.

This being the case, launching a new venture in hard times – with some series already struggling – would seem like the ultimate promotions folly. Just

who would want to take it on board?

Ever since popping up on the British MX scene, Claudio Bernardinelli has sought a top-flight series, to run his beloved GT Cup logo. He first came up with a workable plan in 2009 and he was always confident it would be a winner, even in times of recession.

Rolling the clock forward to the here and now – with his latest series successfully wrapped – Claudio's baby is still swimming against the tide of recession. In fact, it's more popular than ever. The series, which has just concluded, ran with a number not far short of 300 at most rounds, and the plan for 2014, which is already being

implemented, promises to be even better. A rumour has been running around all season that ACU promotion is in the air for the GT Cup – but more about this later!

The very first GT Cup ran with Mark Arnold's MX27 outfit, flying under MCF rules, back in 2010. The following year – with Claudio taking up an offer from the BSMA – an ambitious plan to launch a series featuring eight different racing sections revived the flagging fortunes of the BSMA national series. After sorting through a few early issues, heaving paddocks and smiley faces all around were proof enough that the formula and package being offered was bang on. >>

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MX1 winner Josh Spinks yanks the holey



Heyman and Wyard spray the bubbly



Chris Mills pips Tom Grimshaw to the Smallies title



AND THE WINNERS ARE...

A QUICK LOOK AT WHO DONE WHAT...

Some reckon eight-year-old Charlie Heyman has a glittering MX career laying in wait. All I know is, he rode the wheels off it, against the best possible 50cc opposition. He went the whole season totally unchallenged, winning every single Auto race and he ended up with a trophy almost as big as he is. 33 wins from 33 starts was some achievement – remember his name because you will be hearing a lot more of young Mr Heyman in the years to come.

In the 65s, if he hadn't fallen out of the sky while at Whitby, on Red Bull EYC duty, Ike Carter would surely have been crowned GT Cup champion. Carter was a whirlwind force through rounds one to five but ultimately Eddie Jay Wade snatched his chance for glory and cruised to the junior crown.

Spicing up the small wheel 85cc challenge, more than a few quality wild-card runners crossed swords with Christopher Mills and Tom Grimshaw. The ripping pair started the season as team mates and friends, flying the Powerband banner but, following a plastic on plastic incident mid-way through round five, they finished up a little less than best buddies and no longer team mates. At the Culham finale, Grimshaw went in

with a two-point advantage but it was Mills who performed best, ending up with a four-points-clear championship win.

Highlighting some close-quarters combat, the BW85s was largely about Honda 150 power. Having said this, as a wildcard runner, Jordan Eccles (KTM) notched up 11 heat wins from his three-round attendance. Getting back to the Honda F gang it was Henry Siddiqui who performed best over the longer stretch, relegating Michael Ellis and Will Jeonney down into silver and bronze.

MX12 could, should and would surely have been another title for Rickie Roderick had it not been for a broken wrist he picked up at FatCat while doing his stuff in the British Youth Nationals. Taking advantage in this one, George Fountain took his Yam into a challenging position only for him to then fall by the wayside one round short. With Roderick out, Adam Day claimed the series lead at round six and with a solid show at Culham, he claimed the main prize.

In the ever-popular (please keep them on the racing calendar) 125cc smoker races, wily campaigner Jim Davies sizzled, taking his TM to another championship

In 2012, the series – which provides a ride for all (50cc through to MX1 level) – ran even better and smoother. However, at the end of the season came the sting in the tale as Claudio and the BSMA announced that each would promote separately in 2013.

Claudio is the first to admit that this year hasn't been easy and that pulling all the necessary parts together was a steep learning curve. As is the case with most things in life, you have to suffer in order to learn.

The first BSMA/GT Cup series had offered a certain level of end-of-season prizes such as flat screen TVs or holidays in Tenerife. Individual race and meeting rewards were also up for grabs and all this proved really popular. In the second series, more sponsorship and permanent features – such as the large timing screen – gave the series a quality look.

At the termination point of his collaboration with the BSMA, Claudio knew only too well that further success would depend on rider loyalty to his brand and there was no time to waste. Armed with a more ambitious plan, which included further sponsorship deals, more prizes and improved media coverage, he upped the ante and got his message of intent out clearly and – most importantly – early. At last year's October Dirt Bike Show, while Jack Burnicle helped to dish out the end-of-season awards (goodies which included a brand new SX125 for Josh Coleman to ride in 2013) he enthused, "these are the best rewards I have ever known in British youth MX!"

win. No one could possibly deny Davies his well-deserved limelight but a word should be said for the rest as they entertained in buckets and none more so than the young guns Henry Williams, Rob Yates and Jamie Carpenter.

Following round two and before he exited the series with injury, Steve Turvey led the way in the Clubman MX2 bash. Greg Hanson proved he is the master still with a few eye-catching displays but long term, the championship developed into a three-horse affair as Scott Hambridge successfully held off the challenge of Ady Peeble and Sean Bardwell.

The combined MX1/2 races proved a wild-card quality bean feast as the Watson Bros, Scott Elderfield, Lewis Trickett and Connor Walkley were amongst the entertaining number. In championship-points-gathering mode, however, Josh Spinks (MX1) and Seb Osbourne (MX2) were pretty much untouchable. A feature of the series – and perhaps the best feature – was watching Osbourne wind it up from the back and slice his way through. Dominic Foreman grabbed MX1 silver with Darryl 'Shorty' Maxwell in third, as Rob Wood and Jake Penny finished second and third respectively in MX2.

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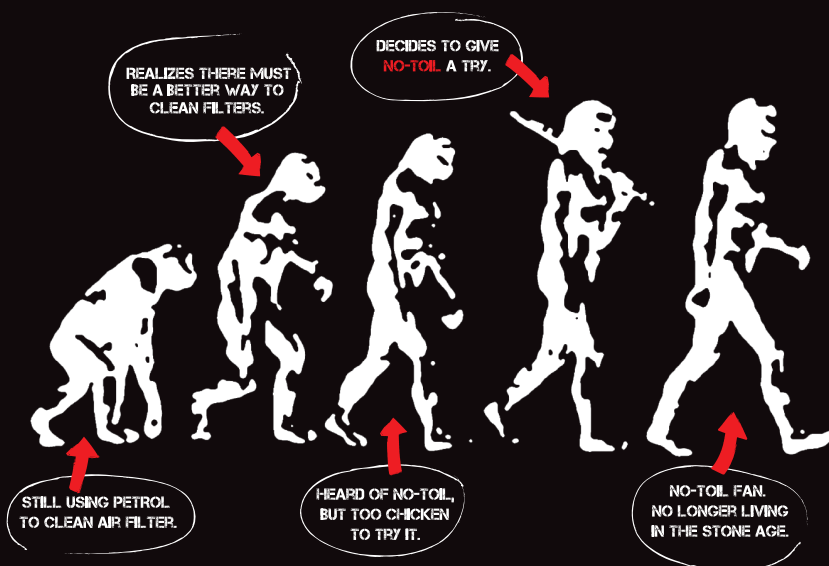


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CLAUDIO Q+A

CHECKING IN WITH THE GT CUP HEAD HONCHO...

DBR: As the guy at the sharp end and organising everything as a first-year promoter, how did 2013 stack up for you personally?

CB: "2013 was a year of everything. It was hard work, it was worrying and exciting and it was disappointing sometimes not to get everything 100 per cent right. But I have learned so much. At the end of the series, seeing all the happy kids' faces made it all worthwhile. At the GT Cup, we started 2013 with the aim of proving to the ACU just what we could do in moving the sport forward. I think the ACU have seen enough now to know we are serious about what we do and we do it for the right reasons."

"One of the most pleasing things about the 2013 series was the way our track team - AS17 (Alfie Smith) - performed. The transformation of Sherwood was remarkable and they did a top job on Culham for the last round in August. There wasn't a bad word from anyone and so many riders said Culham was the best they had ever known it."

"In 2014 we will be taking on more of the same, as we develop new National-standard tracks the way we did at Sherwood. The feedback from riders and parents has been incredible and we already have so many wanting to sign up for 2014."

DBR: So what's new? What is in store for the 2014 GT Cup?

CB: "At the moment we have an offer on the table from the ACU, to run a new British Championship. This will be for Clubman MX1 and MX2 combined. The 2014 series will be known as the GT Cup ACU National Championship. The winner of the Clubman will be recognised as an official British champion. The upgrade to running on a national basis is a further improvement for the GT Cup brand."

"Also, in 2014, any youth rider in the GT Cup will then have the way clear to apply to race in European qualifiers. We already have more sponsors than last year and we are still in discussions with KTM, TM, and Husqvarna about new machinery prizes for next year's winners."

"Jim Davies has agreed to run an academy at all of next year's rounds and we are purchasing new trucks, including a new race-control unit. There will also be a new team running the events next year - ACU officials, along with my own hand-picked team, will be in control."

DBR: Do you have a mission statement?

CB: "My goal is to create a good championship where riders and their families can take part and enjoying their racing - just like we used to have back when I was riding. I want it to all be done in an atmosphere that is fun and relaxing. My ultimate dream - and target in the next few years - is to form a British youth team and taking our most prominent riders into Europe. Most of the other European federations are doing this already and our riders need the opportunity to prove themselves on the bigger stage with equal opportunity and professional backing. I am already in talks with many sponsors and they are all offering their support and help."

"Motocross is my life and our young kids are the future of this sport. Sometimes it isn't just about money but personal satisfaction too. Achieving something that nobody else thinks is possible just because it isn't financially advantageous to them - I know it can be done. I believe that in the UK we have so much young talent and, with the help of the ACU and my contacts, we will achieve what many think is only a dream. See you all in 2014!"



Golden oldie Greg Hanson likes a little GT Cup action

By last Christmas, with full line-ups secured, TV coverage in place and the venues and dates virtually sorted, the 2013 'go it alone' series was a done deal. All Claudio had to do was sit back and worry about the series opener at Mildenhall and such is the man's personality and desire to get everything right, he worried quite a bit!

Asking why his series is so popular around in the GT Cup paddock, the answer will often come back that it's the main man, Claudio himself, who makes the vital difference. His passion for what he does simply connects in a way few others at the sharp end of the bigger series seem to manage. Book in for the GT Cup and you will most likely chat with Claudio. If you're having a problem on race day, he'll be the man in the middle helping to sort it out. Away from the meeting itself, whether it's answering any queries on Facebook or posting on the GT Cup website, once again it is

Claudio setting everyone straight. At first glance, the big man appears to be at the heart of every move from A to Z.

Delegation and help with decision-making at other critical levels obviously does happen - it has to - but there's no doubt this is Claudio's GT Cup. He designed it and, while he knows taking it to any higher level will mean some loosening of the reins, his long term vision is for the GT Cup to be the premier British youth series under ACU control.

While not every series promoter would reveal the gritty twists and turns so candidly - especially if all was going as well as the GT cup is going - we've chatted with Claudio at length over the course of the last season and it's clear that he is driven by his passion to achieve his goals and he wears his heart on his sleeve sometimes. But, in the current world of glossy, corporate MX spin, it makes a refreshing change to hear something honest.



Jamie Carpenter and Adie Rice go bar-to-bar

bike test

Ed shreds a FatCat
berm on the Muscle
Milk machine - his
favourite of the bunch

WINGED BEASTS!

AS WELL AS THE STANDARD CRF MODELS, HONDA UK ARE NOW
OFFERING UP LIMITED EDITION SPECIALS LIKE THESE
BUILDBASE AND MUSCLE MILK MX1 MISSILES...

Words by Ed Bradley Photos by Nuno Laranjeira





Honda UK have been creating a new approach towards their customers and are building some momentum with their products and services. One of these new offerings is the 2014 test days where riders can have a blast on the latest CRF offerings as well as their own machines to be able to make a comparison between their current steed and a potential new weapon. Naturally we gatecrashed the party and had a rip on the standard and new versions of the '14 red winged machines. When I say 'we' I mean myself and super cool guy and well accomplished all-rounder Ryan Voase.

So let's take a look at what we ripped FatCat Motoparc up with. To start with you've got the standard bikes. We tested the 250F recently in

Czecho and this bike is very much like its elder brother with the focus on mass-centralisation (made most visible with the twin cans on the back) and a host of engine mods that have improved the bike over last years model. The standard 450F has only had a few minor adjustments and tweaks to the engine and suspension settings which make the bike feel a whole lot better out on the track.

With your own bike you could put your favourite bad ass stickers on it, carry out some engine mods and fit your preferred style bend of handlebar to customize your bike to suit you. Or you could choose to look like a leading UK British championship rider or an amazing AMA rider with either the Buildbase or Muscle Milk edition CRFs that are available in the UK. There are a couple of things that are great about this,

one is that you can finance a new bike with spare wheels and exhaust (plus the other bits) in one hit and more importantly you won't have to stick a set of backgrounds on to the domed shaped side panels!

The Buildbase Hondas look great decaled up in team colours. In addition to this you get a set of Talon wheels, full Akrapovic stainless steel exhaust system, red Samco hose kit and a Race FX holeshot device. Honda made this version available last year and off the back of this bike there is now an even better version available for 2014 – the American-style Muscle Milk machine. This bike looks the nuts and I love the plain and simple graphics and the #1 on the plates. You still get the wheels and holeshot device and in addition you have a Yoshimura exhaust system, an oversized front disc and super trick red Xtrig



RV'S VIEWPOINT!

RYAN VOASE GRIPS 'EM N' RIPS 'EM...

"My current steed is a KX450F and so I naturally felt more comfortable on the bigger versions of each bike when it came to throwing some whips and bashing some berms for Nuno and the TooFast guys. I haven't ridden any other 2013 or '14 bikes so I was looking forward to finding out if what I had heard about the Hondas were true.

The three styles of bike certainly cover a lot of ground and they each have their own feel and characteristics. I'll begin with the standard version of the of the 2014 CRF450R. Overall the standard model is a very smooth bike and extremely easy to just hop on and ride. One previous criticism of the standard Honda 450 that I'm aware of is a lack of power and/or speed.

However after riding the bike myself I think that this is simply a misinterpretation or a misunderstanding of how to ride the bike. Due to the smooth power of the bike and just how quiet it is, the big red machine could quite easily be mistaken for being underpowered. After riding the bike I can certainly say that this is not the case. Trust me, she has plenty of power to pull you out of those deep corners and chuck you over those jumps.

Moving on to the Buildbase Honda 450... My initial thoughts of the bike were very positive. Much like the stocker, I found this bike to be a very smooth ride although the trick bits that are part of the impressive spec of the Buildbase 450 add another dimension to what is an already solid machine.

The Akrapovic pipe gives the bike very smooth power delivery and is far more responsive, giving you that little bit of extra power, that little bit more of a kick that some argue the standard model lacks. In terms of the suspension, the bike felt firm and stable, although I personally prefer my suspension to be a tad

softer. Despite this the bike still felt very stable in the corners and going back to the engine, the bike didn't feel overly aggressive (that can sometimes happen with these tricked out bikes) which means I was able to ride the bike smoothly and it was certainly less of a tiring in comparison to the less predictable Muscle Milk bike.

The one thing that really stands out in mind when thinking about the Muscle Milk Honda 450 is how I could really pick up an American feeling to it. When riding the bike I could certainly tell that it was based on the factory American machines. If I were to describe the bike in one word, that word would be fast. This bike certainly ain't no slouch. It handled the faster, flatter version of the FatCat circuit that we saw in the morning during the early sessions of the day impressively well. Another element of the bike that again really stood out to me was the brakes – in particular the front brake. One piece of advice I would give when riding this bike would be to take it easy for a few laps, as that front brake could certainly catch you out. It is so sharp in comparison to the other versions of the bike.

In complete contrast to the standard version the Muscle Milk machine is very loud and very snappy making it a bit of an animal to tame and ride smoothly and efficiently. This version of the bike definitely takes a bit more strength and fitness to handle and it certainly takes a bit more out of you after a session or a moto.

My eyes have really been opened as to how much of a difference a pipe can make. The Muscle Milk bike was fast and powerful granting it was a lot to handle. Ultimately I was most impressed with the Buildbase bike and it was my favourite one of the three models – it was enjoyable to ride and actually quite confidence inspiring.

clamps and bar mounts. So basically we get to find out what the special edition bikes have to offer power wise with different pipes and discover what difference the clamps and bigger front disc make to the Muscle Milk mule!

I started off with the standard 450F and was surprised immediately as I was expecting the bike to feel the same as my '13 model. The '13 model is so very smooth off the bottom and blends in to the mid-range effortlessly but the 2014 machine is a different animal. It's got zest from the moment you twist the throttle and is feisty and responsive as it grabs your attention ripping you out of the turns. This makes the bike a little more fun to ride because now that the front end is a little stiffer and the bike is feeling more balanced it is easier to skip off bumps and change lines in the sandy berms just by blipping

the throttle.

The four-fiddy is running the air forks up front with some internal changes that have matched the front and back up even better than last year making the handling in the corners sweet. One of the first things I noticed when sitting on this bike was how plush the suspension felt in comparison to the other bikes which were set up the same!

It is quite amazing how the characteristics of a bike can change when you alter different components. For example, riding the Buildbase bike that was set with the same clicker adjustments as the standard bike felt considerably stiffer, especially on the back as the rear wheel just wanted to break away when accelerating out of the turns. This was probably because the bike was brand spanking new and needed a little more time to bed-in before it has the same >>



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RV sees if tucking his elbow in like Brad Anderson will make him go faster – it doesn't



"And then this one time at FatCat..."



Ed takes the stock CRF for whips n' giggles



VIDEONASTY!

RV, ED AND THE TOOFAST CREW
GET DOWN N' DIRTY IN DONNY...

If you want more from our Honda test then follow this link – <http://bit.ly/honda-test-2014> - to TooFast Film's epic edit from our day in the dirt...



plush feel as the stocker.

It wasn't down to the Akrapovic pipe adding immense horsepower to the rear wheel because this pipe is far more suave than that! The Akrapovic pipe allows the engine to breathe more freely and the engine response is quick, crisp and sounds lovely. Performance wise the power is noticeably stronger over the standard pipe, knocks off the feistiness and replaces this with that smooth, strong pull that makes riding the Buildbase Honda a lot of fun.

As this bike is hauling your ass down the straights quicker than the standard machine, then stopping for turns required more use of the front brake and it wasn't too long until the fluid had got hot and the pull on the lever had become softer so I was looking forward to racing round on the Muscle Milk mule with the oversized brake because after all if it is only a pipe that is different it can't be that much faster can it?

Sitting on the mule you can tell that it is different compared to the other two bikes mostly because the triple clamps have a strong presence and the large bar mounts with the rubber vibration dampers have the bars sit ever so slightly higher over the stock clamps. The

Xtrig clamps also felt strong out on the track giving very sturdy, solid feedback through the bars. The top of the front end (the triple clamps, upper forks and handle bars) felt like they were in a vice and there was no give at all – just a strong feeling that gives you confidence to muscle the bike around the track and milk it for all its got (mwahaha!).

The front brake I adore as it provides far more stopping resistance than the standard one and the combination of a stiff fork, more rigid front end and a brake that you can use to compress the suspension kept the bike feeling well-planted entering turns. To add to this strong, planted feeling a Yoshimura exhaust system is added and the bike is better again – over stock and the Buildbase bike.

This pipe provides a deeper, stronger power with the same characteristics as the standard pipe. That means the bike now pulls you out of the deepest sand turns with the greatest of ease and fires you in to the next straight with a lot of muscle behind you. But you still get that crisp, free-revving response that the Akrapovic pipe gives too. It's amazing how an exhaust pipe can make so much difference to a motor!

PLEASURE BEACH!

IF YOU WANT SOME FAST AND FURIOUS FUN
AT THE SEASIDE THIS WINTER THERE'S ONLY
ONE PLACE TO HEAD - THE EAST COAST...

Words by Jenni Dick Photos by Nuno Laranjeira

Mablethorpe is a quiet coastal town on the east siiiide of Lincolnshire that sees tourists flock from the inner cities annually during summer to its quaint seaside resort with donkeys supplying rides up and down the beach and a fairground that illuminates the seafront year upon year. But come wintertime it's a different story...

With strong winds, snow, rain, sandstorms and pretty much every other type of inclement kind of weather you can imagine battering the resort – including the odd sunny crisp autumn morning – hardcore racers head to the deserted Mablethorpe sands to rip up the dirt in a 43-year-old tradition called sand racing. Don't confuse this with beach racing – which is like motocross but on the beach – because sand racing is more like speedway, only these crazy racers show up on all kinds of machinery from the latest motocross bikes to quads to CBRs shod with dirt tyres to rev up their Sundays.

It's a popular sport for local motocrossers because it enables them to feed their racing habit during winter when tracks are waterlogged. It's a very amateur series which is taken quite seriously and the 12-round championship – which starts in October and ends in April – sees spectators head down to catch the action across the 10 classes available. It's simple; the fastest man to complete four laps in each of the five races per class wins.

Easy you may say but the fact is that sand is tough. After the hundreds of bikes have run over it in practice, it's the roughest, gnarliest, flat piece of ground you can ride over. It all looks so innocent and after jumping 150ft tabletops all summer you may ask 'why would anyone bother?'. But come the first turn, you'll soon realise it takes a bit more skill than riding around a grass field and while sand may seem perfectly soft, after 100 bikes run over it straight after the tide has turned, it's like concrete when you hit the eject button.

From the start, which is old-school with a long piece of elastic stretched between two posts, it's full-on elbow bashing, high speed competition. Although perhaps the best thing about it is the club welcomes complete novices who can pootle around at a steady pace, and the club is proud of its sportsmanship with those who bring the spirit into the racing.

Two-stroke or four-stroke, it doesn't matter really as most people go for a bit of a laugh and wind in their face as they power slide their way around each turn. But it gets more serious for those racing for a championship. There are riders there with their highly-tuned mounts and ex-speedway riders showing everyone else how it's done along with the weekend warriors and hackers who turn up just to blow the cobwebs away. For winter moto entertainment it really is second-to-none.

Carl Fogarty, Colin Edwards, Steve Hislop, Aaron Slight and Roger Marshall are just a few of the motorcycle racing greats that have tried their hand at racing on the sand over the years but it's Honda UK Racing Manager Neil Tuxworth who is probably the most well known regular on the scene.

Lincolnshire-based Tuxworth has raced the series since it began and retired from contesting it just three years >>



sand racing

The MX classes at Mablethorpe are some of the hardest fought





Almost anything goes and there's a suitable class for every type of bike

ago after 40 years of competition. The Honda man may have been more than twice the age of the average racer at Mablethorpe but he's won more sand races than most people have had hot dinners and was still styling it up with a championship win right up to the day he finished.

It has been said that Tuxworth's modified XL250 Honda is the winningest Honda in the history of motorcycle racing having succeeded in around 2,000 races. Tuned and modified to suit the job in hand throughout the 30 years Neil owned it, the machine was an absolute weapon and has been sold on to someone else to take up the reins. Prior to that Tuxworth also tried his hand in the grasstrack class, raced a BSA C15 and in the early years a 400 Husqvarna.

"The main thing is that it's a cheap sport," says Neil. "There are classes for modern

motocross bikes along with road bikes and speedway. The fact I could use a bike for 30 years and it can still be competitive just shows how strict the rules have been to keep competition alive and cost down. It's an amateur sport, there's no prize money and it takes place in winter when there are few motocross events available. It's an ideal way to keep in trim, which is why I did it when I was road racing originally, as it kept me bike sharp."

You may say that Tuxworth would have had an advantage given he's worked with some of the fastest motorcycles in the history of bike racing, especially in the Castrol Honda World Superbike days with the likes of Aaron Slight, Colin Edwards and John Kocinski. But with his ancient looking helmet and even more ancient looking overalls (that he could hardly get into in

his latter years) which were definitely older than the combined age of all of the kids in the junior class, along with his low-key cuppa soup set-up for hospitality in the back of his £150 van – it really was as grass roots racing as it could be.

"There's a big variety with motocross, speedway, trial and grasstrack riders. I think the youngest rider is aged six, while the oldest is 73. It's a massive age range and mix of abilities. It's good socially and it doesn't go on all day and most people are home mid-afternoon.

"Everyone helps and it's been kept friendly, as it hasn't been allowed to get too modern or updated, so you don't need fantastically expensive new machines year-upon-year; the concept has never really changed. It's the same place on the beach, the same size track, and the atmosphere is as it was in the beginning. It's done a lot



Good starts are mandatory unless you like eating sand

of good for the local area, so it's quite iconic and it keeps Mablethorpe alive for the winter."

Tuxworth, who now oversees Honda's racing activities in British Superbike, Motocross, the TT and Endurance World Championship, remains chairman of the club which is run by people passionate about keeping the sport alive with good spirit and a small rulebook. As you walk around the paddock area there are some machines that you might just think 'well that's a bit of a piece of crap' but in all honesty you could show up on a Yamaha FS1 and still have a crack at it – as long as it has a lanyard killswitch. Newbies soon become addicted because at £35 for an entry plus £15 membership fee at the beginning of the year it's a cheap way to race and a good days sport without too much bureaucracy. No license is required.

"This is really good sport; it's not very expensive for the riders and by large they get a good day of sport. We don't have long delays. It's hard and fast riding and it's very competitive but it's very sporting," reckons club committee member Ron Wagstaff. "We control it with simple rules; we don't have a big and thick rulebook; we have a little one. We have to keep certain rules because of the council who actually owns the beach. We have to rent the beach from them but our biggest problem is the cost of first-aid – we have first-class emergency services but it costs us a lot of money so we always need to have 75/80 riders to keep our heads above water."

Perhaps the most interesting class racing at Mablethorpe involves road bikes. It just looks wrong having a big old thumping road bike heaving its way around the beach with seawater

spraying up and rough sand for terrain. An element of lunacy is probably required for this as the men and women muscle their respective machines in the fierce battles all the way down the field in each class. Over the years there's been bikes entered that certainly should not even be out of the garage in the winter months, let alone off the asphalt but year-upon-year a number of hybrid modified beasts are rolled out of the back of the vans as they prepare for a good tussle.

"There are lots of bikes that one finds riding here that can't ride elsewhere! The road bikes for instance, one can see some very unusual 200cc, 250cc and 500cc road bikes like that Triumph engine in a Can-Am chassis – this guy is a fantastic engineer! He's not the world's greatest rider but is one of the best sportsmen on the beach and sums-up the spirit of the sand racing in Mablethorpe. My wife Mary and I have been involved in the sport for 60 or more years now and we come because we thoroughly enjoy it! I mean, Mary has been marshalling the third corner for over 30 years," laughs Ron.

So, all that's needed is a hand pocket warmer to keep the digits warm, a change of jets for the cold weather and a set of good motocross tyres (paddle tyres aren't allowed) and the jobs a good 'un. For the best results we've been told stiff suspension and a small sprocket are the key to success on a dirt bike and basically to get ripping while letting off the brakes to turn her in – although from what we've seen style really isn't a requirement! It brings together the biggest load of petrol heads and with a good brew and a burger from the catering van it's a cracking day out. Just make sure you have a few dashings of WD40 to hand.

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SPOTLIGHT ON...

GEORGE GRIGG-PETTITT #121

DOB: 15/01/2001 **HOMETOWN:** HITCHAM **SPONSORS:** DRF RACING, POWERBAND SUSPENSION, MICHELIN TYRES, JIM AIM RACING, GMX RADIATORS, PUTOLINE OILS, LTA TRAINING, KEVIN MAYES CONTRACTING, STAR ELECTRICAL, GP CONSTRUCTION LTD, FOX EUROPE, DUCK SMART, HARDCORE RACING, EHR TUNING, OUTDOORKIT.CO.UK, TFH GAZEBOs

At 1.7 metres tall and currently weighing in at 66kg George Grigg Pettitt is no shrinking violet that's for sure. In the 85cc thrash on Weston Beach just a few weeks back he lugged his size nines around to ultimately finish in a brilliant second place – but the most remarkable thing of all is that he's just 12 years old.

Coming through the youth ranks and moving up early owing to size this past couple of seasons, has meant being under the radar for GGP but next year the young giant of the class gets to race on more equal age terms. The Weston result was without doubt a season's stand out show. When leading the opening three laps George described it "as the best feeling ever" and all but for an enforced carb cleaning break on lap four and having to race with a standard tank it would surely have been a glorious win.

Rage: Hi George, a fantastic ride on Weston Beach and a great way to round off the season, congratulations. For the past couple of years you have been part of Team Powerband. Will you be with them again next year and what has been best about being part of it all?

GGP: "Yes I will, but the team is now called DRF Powerband Racing as we're joining forces with Johnny and Kelly Ruck's Dream Ride Florida. This should strengthen the team and push it

along to even better things. The best thing about being part of a well run team is the top training and a great bike set-up from a brilliant set of sponsors. Also getting help and advice from the other riders in the team – especially Jordan Eccles – has really inspired me this year."

Rage: Given your height and weight and the fact that you're still growing fast, do you still feel comfortable on an 85?

GGP: "I do still feel great on my BW but just in case we're getting a big frame for me to try because Dads expecting me to grow before the start of the next season. If I was a year older a 125 would be the obvious way to go but as I'm not hitting 13 until next year it would make competition difficult."

Rage: The Weston Beach Race apart – looking back at this year which has been the stand out memory or meeting?

GGP: "I think my favourite meeting was probably the final round of the Red Bull EYC at Culham. It really felt like all my training and hard work had finally paid off as I made the podium following five solid races, it was a great feeling. From the five races the last race on day one pleased me most because I got a good start. I have not been getting good starts all year and finally the race was a bit easier than coming from the back of the pack."

Rage: What's the plan between now and the start of next season?

GGP: "At half-term I'm really looking forward to a trip to Belgium and Holland for a bit more sand practise with trainer Gary Linge, LTA. Then up to Christmas it will be fitness training with plenty of swimming, mountain biking, rugby and as much bike time as the weather allows. I might get a small winter club series in somewhere and in the New Year I might also have a trip to the DRF compound with Gary and the team."

Rage: Is there any aspect of your game you will be working especially hard on through the winter months?

GGP: "It really is just a matter of nailing down good starts. I'm really happy with the rest of my game so lots of gate practise and more focus on my first lap."

Rage: Do you excel at any other sports and how do you spend your time away from MX?

GGP: "I play rugby for the school team, I'm a strong swimmer and really enjoy being out on my mountain bike but nothing beats MX."

Rage: Anyone to thank George?

GGP: "Massive thanks to all on the Powerband Team and sponsors, Chris Mills, Gary Linge LTA, and all the team riders and family but especially Mom and Dad for making it all happen."

GGP in EYC action!



George towers over his Powerband team-mates





Kathryn looks right at home on the 125



SPOTLIGHT ON... **KATHRYN BOOTH #138**

DOB: 5/5/2001 HOMETOWN: LUTON SPONSORS: FOX EUROPE, VISION MX

Every so often a new talent comes along that really stands out from the crowd giving a real hope that they might one day be a champion of quality and substance. In 2013 Conrad Mewse is a triple champion with massive prospects having slam-dunked World, European and Dutch titles. His trainer is Justin Morris and it's a fair expectation that Conrad might be hitting the GP trail around 2017. Having said this Justin could well find himself with an embarrassment of riches around that time as yet another of his prodigies realises her ambitions. 12 year old Kathryn Booth is currently getting rave reviews so Rage tracked down trainer Justin to find out what he had to say.

"Kathryn is a fantastic prospect for the future of British Women's MX. She has fantastic speed for such a young age and is always open to try new things and is so determined to get it right. She is a bit of a perfectionist. She has new goals for 2014 riding the 125cc and she knows it's down to hard work to reach them. I am sure that with us working as a team together that Kathryn will reach those goals."

Rage: Hi Kathryn, at the 2012 Girls Nationals at Wroxton you finished as runner-up in the 85cc b/w section – now you're on a 125cc smoker. It's a big leap for a 12 year old. What's the story?

KB: "Yeah I know the jump up in machine size has been amazing this year. I started off the year on a BW85 but soon found it was too small for me – it felt awkward and it was holding me back. So although it meant missing out on this year's nationals I moved up on to a 125. I'm a lot happier and the new machine size just feels so right."

Rage: Are you going to find it hard getting into championship racing even after your 13th birthday next May?

KB: "It is a little bit different but not too much

of a problem. Once I'm 13 I can race with a dispensation from the ACU at their events and I will do next years GT Cup rounds. And the Scott Nationals already allow me to ride a 125 at 12."

Rage: What's on the immediate agenda?

KB: "Lots of hard work with my coach, Justin Morris. We'll be riding loads of sand tracks in the UK and Europe. Also the YSMA winter series sounds good as they'll allow me to race a 125."

Rage: Has watching the likes of Natalie Kane inspired you? And do you want to follow the path on the world stage she has trailed so well?

KB: "To be honest I don't really look up to people in the sport in this way. I just do my own thing because I really want to. If anyone the inspiration and motivation has come from my dad. As for the future we have a three year plan that should see me at GP level by 2016/7."

Rage: Have you set yourself a 2014 season goal?

KB: "Yeah, I'm aiming for as many podium finishes as possible in the Scott Nationals as these are some of the ladies I will eventually be competing against in the GPs. In any other Nationals I just want to give the boys a good run for their money. If the BSMA will give me a dispensation for the 125 class then I would like to win the Girls Nationals under 18 group."

Rage: Do you have an all time favourite race – and what made it so good for you?

KB: "I do yes it was back in 2012 at FatCat competing on a SW 85 at the Red Bull EYC. Nailing second into the first corner and then holding on to a top six position for a while felt amazing. I remember ending the meeting with 36 points and with some very good current names behind me."

ALL OVER!

A QUICK END OF SEASON WRAP...

Bringing the curtain down on the 2013 outdoor season – first off yet more congratulations go to Conrad Mewse as he successfully wraps up the Dutch ONK 85cc series. Somerset's finest added to his World and European titles without even having to fire his machine into life and matched Ben Watson's 2011 achievement of winning the ONK 85cc title with one round to spare.

On Weston beach the best result of his young career saw Newmarket racer Sam Nunn win the 65cc title. Nunn has to feel a tad lucky though passing Tyler Rowe on the last lap as Rowe ran out of fuel. Rowe unwisely opting to do a final lap when he could have just waited for the clock to run down with a mere three seconds on it as he crossed the line well clear.

In the combined 85s victories went to smallie sand supremo Jed Etchells and in the biggies Troy Willerton went home with the smiley face glory. The story of the race however featured George Grigg Pettitt and he was absolutely gutted to miss out on the win. GGP leading the opening laps but then having to pit for a carb clean and then an extra refuel stop. Chasing down from a 12th place re-entry point GGP caught and passed Etchells taking race second on the final lap. Tantalisingly though time ran out as Willerton took his larger tanked Katoom to victory. Callum Green crossed the line in sixth position but more creditably finished second of the small wheel runners.

In the Rookies section the season long battle between Rob Davidson and Dan Thornhill resumed. And with the lead changing hands only when Thornhill made a pit stop ultimately the only thing between them was the extra stop made by Thornhill. Completing 28 laps – the same as winner Davidson and runner-up Thornhill – Nathan Dixon battled away for a terrific third place finish. One lap down Matthew Callaghan claimed fourth, a further lap behind was Henry Siddiqui strong in fifth with Jordan Eccles the first of the smoker gang in sixth.

As the clans gathered for the annual team event the traditional ACU end of season closer went off at a muddy Foxhill. Section winning performances coming from Harvey Rutley (Auto), Sam Nunn (65s), Ben Clark (SW85), David Galvin (BW58), Nathan Dixon (Youth Open) and Brad Todd (Adult) highlighted as Cambridge JSC narrowly outpointed Team Salop with the MCUI lads from Ireland in third.

RESULTS

ONK 85cc

1 Conrad Mewse 244, 2 Cyril Genot 196, 3 Jago Geerts 190, 4 Roan van de Moosdijk 168, 5 Youri van t Ende 165

WESTON BEACH RACE 65cc

1 Sam Nunn, 2 Tyler Rowe, 3 Connor Lockyear, 4 Tom Cain, 5 Toby Potter.

WESTON BEACH RACE SW85

1 Jed Etchells, 2 Callum Green, 3 Tom Grimshaw, 4 Josh Greedy, 5 Tommy Clark.

WESTON BEACH RACE BW85

1 Troy Willerton, 2 George Grigg-Pettitt, 3 Mitchell Warhurst, 4 Aaron Booker, 5 Ryan Comer.

WESTON BEACH RACE ROOKIES

1 Rob Davidson, 2 Dan Thornhill, 3 Nathan Dixon, 4 Matthew Callaghan, 5 Henry Siddiqui

ACU TEAM EVENT

1 CJSC 640, 2 Salop MCC 655, 3 MCUI 676, 4 Cumbria 790, 5 Norfolk and Suffolk 896



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SPOTLIGHT ON...

HENRY WILLIAMS #15

DOB: 16/03/1998 **HOMETOWN:** MONTGOMERY **SPONSORS:** E.T JAMES, RACE CONNECTIONS, FEEHILY MX, M.TECH, HAWK PLANT

"Do you know what? I love watching that Henry Williams race, he's always bang on it, always trying and I can't ever recall him disappointing".

Not my words but actually coming from the parent of another racer up against Henry. But when I thought about it, I had to agree. Thinking all the way back to his 65cc days HW15 has been a quality watch. He first came to prominence in 2009 – the year that Conrad Mewse was 65cc champion – and with a bit of luck Henry could have been BYMX runner-up. In 2014 it might be too much hoping that Conrad will be lining up against Henry on home soil again – but in next year's home based 125cc smoker championships with the likes of Jordan Eccles, Jay Hague, Rob Yates, David Keet and a raft of others including Henry going bar-to-bar it's going to be an awesome watch.

Rage: Hi Henry, congratulations on a great first season on the 125. Why did you opt to ride a 125 smoker so early?

HW: "Well, we had actually already registered for the BW85 class doing the Red Bull and the GT Cup rounds but just as we were preparing for the 2013 season kick off my mechanic decided to go to Chile for six weeks. This left us wondering how we were going to maintain the bikes so Dad said perhaps I should use his 125 Yam just to get some bike time in. One thing lead to another and we decided there would be more fun to be had out there racing a 125. It was a tough decision at the time but we haven't looked back since."

Rage: Looking forward to next years championships, what's the plan?

HW: "I'm going to have a go at winning the 125 two-stroke class in the GT Cup – it's a great series plus people rave on about the Red Bull two-stroke series so we are going to give that a go too."

Rage: Are youth championships important to you or do you just race for the enjoyment factor?

HW: "Yeah, youth championships are important to me only with the financial climate we're in Dad says work has to come first and it's important to live to fight another day rather than blow yourself out. Plus my school work is very important. I know we've had to miss the odd round and it's annoying but the main thing is being on the pace for me."

Rage: Do you have a long term plan or ambition for MX?

HW: "Dad has promised me when the time is right we will give MX a push for a couple of seasons and see what I can do – so watch this space!"

Rage: Looking back which has been your favourite MX season and which has been the most disappointing and why?

HW: "My favourite season was probably 2009. All the tracks were new to me and I couldn't wait to take a look at them. It was my first National season doing the Red Bulls and BYMX on a 65. I actually finished second to Conrad Mewse at the opening BYMX round and beat him in a couple of races at Mildenhall. It was great because nobody had heard of me! The most disappointing thing over a few seasons was finishing runner up at the BSMA finals three times on the trot, twice missing out by a point

and once equal on points."

Rage: Do you intend sticking with two-stroke racing? Or do you have a fixed plan as to when you might go over to a four-stroke?

HW: "Yeah, we're going for one more year on a two-stroke. I asked Justin Morris what he thought and he said 'you've got the rest of your life on a four-stroke!' We are also in talks with a team for next year and they are interested in making the trip to a few European rounds. If this comes off it will be tops for me."

Rage: Henry, having watched you win equally well on hardpack dirt and sand this year – if you have one which is your favourite surface and name five favourite circuits?

HW: "Definitely sand! It takes me three hours to get to the nearest sand practise track but I love the stuff. Five favourites would be Hawkstone, Mepal, Farleigh Castle, Brookthorpe and Jack's track (a private location in Shropshire)."

Rage: Any final shouts Henry?

HW: "For sure, a few long awaited thank you messages need to go out. Firstly mum, dad and my sisters Kate and Sally. Also Kev Lawton for running me up and down the country when dad can't be there and also filling out my entries and Uncle Dan and Rhys for making the long journeys to cheer me on whenever they can. Ben Saunders (Race Connections) he's made this year bikes the best I've ever had. Justin Morris MX training. Wayne Feehily MX, Andrew James (E.T James), Yed and Jane (M.Tech), Paul Pitney (Hawk Plant). Last but not least my neighbours from the farm next door Rob, Jan and Barrie for my practice tracks."

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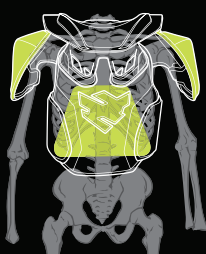


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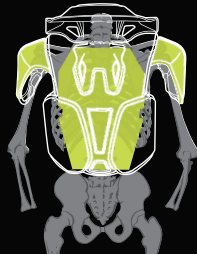


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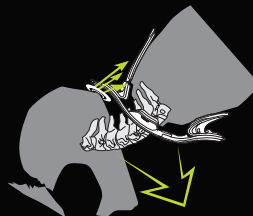
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